CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

CITY COUNCIL STAFF REPORT

File No.	C23-115, CP24-001 & ER23-250
Applicant:	Sunbelt Rentals, Inc
Location	West corner of Hayes Avenue and Blossom Hill Road ramp (15 Cottle Road) (APN 690-02-003)
Existing Zoning	IP Industrial Park
Proposed Zoning	LI Light Industrial
General Plan Land Use Designation	LI Light Industrial
Council District	2
Historic Resource	None
Annexation Date:	August 30,1970 (Oak Grove No. 36)
CEQA:	Exemption per CEQA Guidelines Section 15303(c) for New Construction or Conversion of Small Structures

APPLICATION SUMMARY:

Conforming Rezoning of an approximately 0.94-gross-acre site from the IP Industrial Park to the LI Light Industrial Zoning District and a Conditional Use Permit to allow the demolition of an existing approximately 1,638-square-foot building for the construction of an approximately 5,000-square-foot building to support construction equipment sale and lease use on site, and the reconfiguration of the layout of the site.

RECOMMENDATION:

Staff recommends that the City Council:

1. Consider the exemption in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15303(c) for New Construction or Conversion of Small Structures.
2. Approve an ordinance rezoning the approximately 0.94-gross-acre site from the IP Industrial Park Zoning District to the LI Light Industrial Zoning District.
3. Adopt a resolution approving, subject to conditions, a Conditional Use Permit to allow the demolition of an existing approximately 1,638-square-foot building for the construction of an approximately 5,000-square-foot building to support construction equipment sale and lease use on site, and the reconfiguration of the layout of the approximately 0.94-gross-acre site.

PROJECT DATA

GENERAL PLAN CONSISTENCY			
General Plan Designation		**Light Industrial** ☒ **Consistent** ☐ **Inconsistent**	
Consistent Policies		**General Plan Policies IP-1.7 and 8.2, IE-1.1, LU-6, FS-2.3 and 4.5**	
SURROUNDING USES			
	General Plan Land Use	**Zoning**	**Existing Use**
North	Residential Neighborhood	R-1-8(PD), File No. PDC75-058	Single-family Residential and Railroad Track
South	N/A (Public Right of Way) & Mobile Home Park	N/A (Public Right of Way)	Mobile Home Park & Public Right of Way (ramp and landscape areas)
East	N/A (Public Right of Way)	IP Industrial Park	Railroad Track
West	Mobile Home Park	A(PD), File No. PDC76-047	Mobile Home Park

PROJECT DESCRIPTION

Site Description and Surrounding Uses

As shown in the aerial map (Exhibit A), the subject 0.94-gross-acre site is located on the northwest corner of Hayes Avenue and Blossom Hill Road ramp. The site is currently developed with a small building for supporting the construction equipment sale/lease, the outdoor construction equipment storage area, parking, and circulation. The site is surrounded by a mobile home park to the west and the south, single-family residential to the north across Hayes Avenue, a railroad track to the east across Hayes Avenue, and the Blossom Hill Road ramp to the southeast.

Background

On October 30, 2023, Olivia Bergin from HMH Inc. on behalf of the applicant, Sunbelt Rentals, Inc., submitted a Conforming Rezoning application, File No. C23-115, and a Conditional Use Permit application, File No. CP24-001 for the approximately 0.94-acre site located on the northwest corner of Hayes Avenue and Blossom Hill Road ramp. The Conforming Rezoning is to rezone the site from the IP Industrial Park to the LI Light Industrial Zoning District. The Conditional Use Permit application is to allow the demolition of an existing 1,638-square-foot building and the construction of an approximately 5,000-square-foot building to support the construction equipment sale and lease use on site, and the reconfiguration of the site layout on this 0.94-gross-acre site.

The existing site is a construction equipment sale/lease facility. There are no Planning or Building Permit records for construction equipment sale/lease use on the subject site. Construction equipment sale/lease is not allowed in the current IP Industrial Park Zoning District but is allowed in the LI Light Industrial Zoning District with a Conditional Use Permit. The rezoning to the LI Light Industrial Zoning District would bring the site into conformance with the General Plan Land Use/ Transportation Diagram land use designation of Light Industrial.

The Conditional Use Permit would allow the continued operation of the site as a construction equipment sale/lease facility, and the redevelopment of the site with a larger building and new site layout. The access to the site would remain from Hayes Avenue. The proposed building would be located along the western property line with a 15-foot-wide landscape buffer to the west, and the outdoor rental equipment storage/display area would be located to the east of the proposed building, closer to the roadways and train tracks. Parking would be provided to the east and south of the proposed building. An existing 6-foot-high masonry wall along the western and southern property lines separates the subject site and the mobile home park to the west and the south.

The normal business hours would be from 7:00 a.m. to 5:00 p.m. Monday to Friday and 8:00 a.m. to 4:00 p.m. on Saturdays. Customer's pick up and drop off of construction equipment would occur during normal business hours.

ANALYSIS

The proposed project was analyzed for conformance with the following:

1. Envision San José 2040 General Plan
2. Zoning Code
3. Citywide Design Standards and Guidelines
4. Permit Findings
5. Senate Bill 330 Compliance
6. California Environmental Quality Act (CEQA)
7. Public Outreach

Envision San José 2040 General Plan Conformance

As shown in the General Plan Land Use Map (Exhibit B), the subject site has an Envision San José 2040 General Plan land use designation of **LI Light Industrial**. This designation is intended for a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Warehousing, wholesaling, and light manufacturing are examples of typical uses in this designation. Office and higher-end industrial uses, such as research and development, are discouraged in order to preserve the scarce, lower cost land resources that are available for companies with limited operating history (startup companies) or lower cost industrial operations.

Analysis: The proposed LI Zoning district is a conforming zoning district to the LI land use designation. The sale/lease of construction equipment is permitted with a Conditional Use Permit in the LI Zoning District. Therefore, the proposed project is consistent with the LI General Plan land use designation.

The proposed rezoning is consistent with the following General Plan policies:

1. Implementation (Land Use/Transportation Diagram) Policy IP-1.7: Ensure proposals to rezone and pre-zone properties conform to the Land Use/Transportation Diagram, and advance *Envision General Plan* vision, goals, and policies.

   Analysis: The LI Zoning District is a conforming district to the LI land use designation, pursuant to Section 20.120.110 of the San José Municipal Code.

2. Implementation (Zoning) Policy IP-8.2: Use the City's conventional zoning districts, contained in its Zoning Ordinance, to implement the *Envision General Plan* Land Use/Transportation Diagram. These districts include a range of allowed land uses, development intensities, and standards within major land use categories (residential, commercial, and industrial) together with zoning districts for other land uses such as mixed-use and open space. The various ranges of allowed use and development intensity correspond generally to the respective *Envision General Plan* land use designations while providing greater detail as to the appropriate land uses and form of development.

   Analysis: Any future use and development at the subject site would be required to conform with the development standards of the LI Zoning District. The allowed uses and development standards of the LI Zoning District generally correspond to the LI land use designation and would implement the Envision General Plan Land Use/Transportation Diagram.

The proposed Conditional Use Permit is consistent with the following General Plan policies:

3. Diverse and Innovative Economy Policy IE-1.1: To retain land capacity for employment uses in San José, protect and improve the quantity and quality of all lands designated exclusively for industrial uses, especially those that are vulnerable to conversion to non-employment uses.

4. Industrial Lands Goal LU-6 - Industrial Preservation: Preserve and protect industrial uses to sustain and develop the city's economy and fiscal sustainability.

5. Fiscal Sustainability Policy FS-2.3: 3 Encourage development of industrial areas and redevelopment of existing older or marginal industrial areas (e.g. areas which could support intensified employment activity), particularly in locations that facilitate efficient commute patterns. The use of redevelopment tax increment

financing to provide necessary public improvements is one means of encouraging this economic development and revitalization.

6. Fiscal Sustainability Policy FS-4.5: Maintain and expand the total amount of land with either a Light Industrial or Heavy Industrial designation. Do not add overlays or other designations that would allow for non-industrial, employment uses.

Analysis for IE-1.1, LU-6, and FS-2.3 and 4.5: The project site is currently used for sale and lease of construction equipment. The proposed Conditional Use Permit would continue to allow this use with the construction of a larger building and site improvements to support this industrial business. The project would retain the industrial use on-site and generate jobs; therefore, the project would be consistent with all these policies.

Zoning Ordinance Conformance

The rezoning to the LI Light Industrial Zoning District (Exhibit D) conforms with Table 20-270 in Section 20.120.110 of the San José Zoning Code, which identifies the LI Light Industrial Zoning District as a conforming district to the General Plan Land Use/ Transportation Diagram land use designation of LI Light Industrial.

The project conforms with the LI Zoning District regulations as discussed below:

Use

The sale or lease of construction equipment requires a Conditional Use Permit pursuant to Table 20-110, Section 20.50.100. Incidental office up to 5,000 square feet is allowed per Section 20.50.125.A. The proposed building is to support the sale or lease of construction equipment and is 5,000 square feet. Therefore, the project complies with the requirements.

Development Standards

Setback

Per Notes 1 to 3 of Table 20-120 under Section 20.50.200, “front” refers to lot boundaries abutting streets, excluding freeways. “Side” refers to lot boundaries that do not abut streets or freeways. “Rear” refers to lot boundaries that do not abut streets or freeways. Hence, all the property lines along the public streets are the front lot lines and the two interior lot lines (western and southern lot lines) are either side or rear lot lines.

The project conforms with the following setback requirements in the LI Zoning District, except the building and parking side/rear setback requirement to the adjacent Mobile Home Park:

Setbacks in LI Zoning District	**Minimum Required in feet**	**Proposed in feet**
Front (to the street easement dedication lines)		
Building	15	Minimum 60
Parking and circulation for passenger vehicles	20	40
Interior Side/Rear (to the southern and western property lines)		
Building and structures (adjacent to residential district)	25	Building Setback: • Western Property Line: 15* • Southern Property Line: 72 Structure Setback (Trash Enclosure) • Western Property Line: 50 Southern Property Line: 50
Parking and circulation for passenger vehicles/trucks (adjacent to residential district)	25	Western Property Line: 20* Southern Property Line: 6.5*

*Per Zoning Code Section 20.50.240, the Director of Planning, Building and Code Enforcement may approve with a development permit, issued pursuant to Chapter 20.100, a side or rear setback of less than twenty-five feet in the LI or HI Zoning District, adjacent to a residence district, upon finding either that such a reduced setback will have no greater negative effect on the residential property than would the twenty-five-foot setback or that the reduced setback is not less than the setbacks required on the residential property.

The site is adjacent to a mobile home park to the west and the south. This mobile home park is located within a Planned Development Zoning District, File No. PDC76-047. PDC76-047 only establishes a minimum front setback on public streets; however, there is no minimum side or rear setback requirement. The existing mobile homes to the west of the site are approximately 5 to 7.5 feet from the subject site's western property line. To the south of the project site is the garbage/storage area for the mobile home park. There are no mobile homes immediately adjacent to this southern property line. The nearest mobile home is approximately 50 feet from the site's southern property line.

The proposed 15-foot building and 20-foot parking setback to the western property line is greater than the zero side/rear setback in this Planned Development Zoning District. It is also greater than the existing 5 to 7.5-foot mobile home setback to this shared property line. In addition, the project would maintain the 6-foot-high masonry wall on this property line and a new 15-foot landscape buffer with trees along this property line to minimize the impact on the mobile homes. The noise analysis dated June 19, 2024, prepared by Illingworth & Rodkin, Inc. (Exhibit F) analyzes the noise impact and

concludes that with the 6-foot-high masonry wall, the predicted noise levels are expected to be below 55 dBA at the residential property line. This meets the Zoning Code performance standards requirement as discuss in the noise section below. The project would not cause a significant acoustical impact on the residences west of the site. Therefore, staff recommends granting this setback reduction.

The proposed parking setback of 6.5 feet from the southern property line is greater than the zero side/setback requirement in the PDC76-047 Zoning District. The existing 6-foot-high masonry wall would remain, and trees would be planted along this shared property line to provide a buffer between the site and the mobile home park. Given that the site immediately to the south of the project site is for garbage/storage, not for residence use, the project would not have a negative impact on the mobile home park. Therefore, staff recommends granting this setback reduction.

Height

Pursuant to Table 20-120 under Section 20.50.200, the maximum building height is 50 feet in the LI district. The height of the proposed building is 25.5 feet. The project meets the height limit requirement.

Parking

- Vehicle Parking: The proposed use is an Other Use (OTH) and the building area is less than 30,000 square feet. Therefore, the project is exempt from the Transportation Demand Management Plan requirements per Section 20.90.900.B.2.d. The project would provide nine parking spaces.
- Bicycle Parking: Bicycle parking requirement is one space per 10,000 square feet of net floor area per Table 20-190 of Section 20.90.060, or a minimum of two short-term and one long-term bicycle parking space per Section 20.90.060.A.3, whichever is greater. Therefore, a total of three bicycle parking spaces are required. The project would provide two short-term spaces and one long-term space near the building entrance. The project meets the bicycle parking space requirement.
- Motorcycle parking: Motorcycle parking shall be provided at a rate of 2.5% of the number of vehicle parking spaces provided, pursuant to Section 20.90.350. No two-wheeled motorized vehicle parking spaces are required if ten or less vehicle parking spaces are provided. With nine proposed parking spaces, the project is not required to provide motorcycle parking spaces.

Lighting

Section 20.50.250 requires light fixture heights not to exceed eight feet when adjacent to residential uses unless the setback of the fixture from the property line is twice the height of the fixture. No ground-mounted light fixture shall exceed twenty-five feet in height. All lights shall be directed downwards.

Residential use is to the west of the project site. The proposed 21-foot-high ground-mounted light is more than 53 feet to the western property line, more than twice the height of the lighting fixture. The 12-foot-high wall-mounted light on the north façade is setback from the western property line 25.5 feet, and the 10-foot-high wall-mounted lights on the south façade have a minimum 20 feet setback to the western property line. All the lighting fixtures are directed downwards. The photometric plan shows the proposed lighting will not result in light spillage to the adjacent mobile home park. Therefore, the project complies with Section 20.50.250.

Noise

Pursuant to Section 20.50.300, the project cannot exceed a maximum noise level of 55 dB at the property lines of the adjacent mobile home park to the west and south of the project site.

Per the noise analysis dated June 19, 2024, prepared by Illingworth & Rodkin, Inc., the predicted noise levels are expected to be below 55dBA at the residential property lines with the existing 6-foot-high masonry walls along these property lines. The project meets this performance standard.

Citywide Design Standards and Guidelines

The project is subject to the San Jose Citywide Design Standards and Guidelines (CDSG). The CDSG includes an exception process for design standards that cannot be met and establish findings in Section 1.1.2 of the CDSG that are required to be made by decision-makers in order to grant the requested design standard exceptions. These findings include:

- There is a physical constraint or unique situation that:
  - Is not created by the project applicant or property owner; and
  - Is not caused by financial or economic considerations.
- Approving the waiver will not create a safety hazard or impair the integrity and character of the neighborhood in which the subject property is located.
- The proposed project meets the intent of design standard under consideration to the extent feasible.

The project architecture, massing, materials, and site plan have been determined to be consistent with all the applicable standards, with the following two requested exceptions:

a. Section 2.3.8, S1: Select trees which at maturity create a tree canopy cover that shades a minimum of 50 percent of each on-site surface parking area, common open space at the ground floor, and POPOS (Privately Owned Public Open Spaces).

   Analysis: This standard applies to the two proposed surface parking areas to the east and south of the proposed building. The proposed tree canopy coverage

would be approximately 18.6%. The project does not meet this standard. An exception is requested.

The project is a construction equipment sale/lease facility that requires a substantial amount of paving area for construction equipment storage/display, customer loading and delivery, parking, and truck movement. Due to the irregular shape of the site, the vehicular hardscape areas have to remain clear to accommodate vehicular turning movements and trash truck turning movements. This limits areas for tree planting near the surface parking areas. This type of use and the lot shape are unique situations of the project that are not created by the project applicant or property owner and are not caused by financial or economic considerations. The project would still be fully landscaped with trees, plants, shrubs, and ground cover along the perimeter of the site. Approving the exception to this standard will not create a safety hazard or impair the integrity or character of the neighborhood. The proposed project also meets the intent of the design standard under consideration to the extent feasible.

All required findings can be made per the above analysis; therefore, this exception request is granted.

b. Section 2.3.8, S10: Provide a landscape buffer of at least 10 feet at the side and rear property lines and a five- to seven-foot-tall solid wall/concrete fence where Industrial General Plan land use designations abut Residential General Plan land use designations.

Analysis: The property to the west and south of the site is designated Mobile Home Park on the 2040 General Plan Land Use Map. The project includes a 6.5-foot-wide landscape buffer along the southern property line. The project does not meet this standard. An exception is requested.

This standard intends to provide sufficient buffer to the residential designated sites from industrial uses and minimize the impacts on residential use. Per the General Development Plan of PDC76-047, the area to the south of the subject site is mapped as the garbage area in the mobile home park due to its location (edge of the mobile home park), shape (triangular shape), and size (not large enough to accommodate a standard mobile home). The nearest mobile home is more than 50 feet from this shared property line. This is a unique situation of the project that is not created by the project applicant or property owner and is not caused by financial or economic considerations. The site will be fully landscaped with trees, plants, shrubs, and ground cover along the perimeter of the site. Approving the exception to this standard will not create a safety hazard or impair the integrity or character of the neighborhood. The proposed project also meets the intent of the design standard under consideration to the extent feasible. The project would still maintain the existing 6-foot-high masonry wall on this property line, and trees will be planted within the proposed 6.5-foot landscape buffer.

All required findings can be made per the above analysis; therefore, this exception request is granted.

Permit Findings

Conditional Use Permit Findings

To make the Conditional Use Permit findings pursuant to San José Municipal Code Section 20.100.720, the Planning Commission must determine that:

1. The Conditional Use Permit, as approved, is consistent with and will further the policies of the general plan, applicable specific plans, and area development policies; and

   Analysis: As explained in the General Plan Conformance section above, the project is consistent with the General Plan land use designation of LI Light Industrial and policies in that the project is an industrial project and continues to sustain industrial lands to develop the City's economic base.

2. The Conditional Use Permit, as approved, conforms with the zoning code and all other provisions of the San José Municipal Code applicable to the project; and

   Analysis: As discussed in the San José Municipal Code Conformance section above, the project meets the height, setback, bicycle parking, and performance standards requirements in the Light Industrial Zoning District. The project is also exempt from the TDM plan requirement.

3. The Conditional Use Permit, as approved, is consistent with applicable city council policies, or counterbalancing considerations justify the inconsistency; and

   Analysis: Council Policy 6-30: Public Outreach Policy was implemented to inform the public of the project. Two on-site signs have been posted on the project frontages since January 24, 2024. A notice of the public hearing was distributed to the owners and tenants of all properties located within 500 feet of the project site and posted on the City's website. Staff has also been available to respond to questions from the public.

4. The proposed use at the location requested will not:

   a. Adversely affect the peace, health, safety, morals, or welfare of persons residing or working in the surrounding area; or

   b. Impair the utility or value of property of other persons located in the vicinity of the site; or

   c. Be detrimental to public health, safety, or general welfare; and

   Analysis: The project site is surrounded by public streets and a mobile home park to the west and the south. As discussed in the Zoning Code Conformance Section above, the site is separated from the mobile home park by a 6-foot-high perimeter wall and landscape buffers with trees along the shared property lines. With the reconfiguration of the site operations, rental equipment will be relocated away from the western residential property line to the east side of the site, closer to the roadways to minimize impact on the mobile home residences. The equipment noise at nearby residences would be shielded by the new building and existing perimeter wall. The project would not cause a significant acoustical impact on the residences west of the site, per the noise report. In addition, the

site will be screened by new 6-foot-high metal fences and landscaping with a mix of grass and shrubs along street frontages. No late-night operation is allowed. Customer's pick-up and drop-off will occur during normal business hours. Exterior lighting is designed to minimize glare on the neighboring properties. For the reasons above, the proposed use will not adversely affect the peace, health, safety, morals or welfare of persons residing or working in the surrounding area; or impair the utility or value of property in the vicinity of the site.

5. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping and other development features prescribed in this title, or as is otherwise required in order to integrate said use with the uses in the surrounding area; and

   Analysis: The 0.94-gross acre site is sufficient to accommodate the new 5,000-square-foot building with landscape buffers to the adjacent mobile home park, parking spaces and circulation, the outdoor equipment area, and the trash enclosure.

6. The proposed site is adequately served:

   a. By highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use will generate; or by other forms of transit adequate to carry the kind and quantity of individuals such use will generate; and

   b. By other public or private service facilities as are required.

   Analysis: The site is within a developed area that is currently served by the necessary private and public facilities. Access to the site would be from Hayes Avenue. The site is within 5 minutes of walking distance to the bus stop for Santa Clara Valley Transportation Authority (VTA) bus route 68 located at Endicott Boulevard.

7. The environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, stormwater runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative affect on adjacent property or properties.

   Analysis: As stated above, the proposed development occurs in an urbanized area that is adequately serviced by all required utilities and public services, and the Stormwater Control Plan complies with the City's stormwater policies that require low-impact development stormwater treatment measures to minimize stormwater pollutant discharges. The entire site will be fenced around with masonry walls abutting the mobile home park area and metal fences along public streets. The noise level generated by the project would not exceed the Zoning Code requirement with the existing masonry walls separating the mobile home park. A Construction Disturbance Coordinator shall be appointed to address any construction-related complaints. All construction activity will adhere to standard construction conditions, best management practices, and any regulatory agency requirements. The project would, therefore not have an unacceptable negative impact on adjacent properties.

Site Development Permit Findings

Chapter 20.100 of Title 20 of the San José Municipal Code establishes required findings for issuance of a Site Development Permit, which findings are made for the project based on the above-stated findings related to General Plan, Zoning and CEQA conformance and for the reasons stated below, and subject to the conditions set forth in this Permit.

1. The Site Development Permit, as approved, is consistent with and will further the policies of the General plan and applicable specific plans and area development policies.

   Analysis: See Conditional Use Permit Finding No.1 above.

2. The site development permit, as approved, conforms with the zoning code and all other provisions of the San José Municipal Code applicable to the project.

   Analysis: See Conditional Use Permit Finding No.2 above.

3. The site development permit, as approved, is consistent with applicable city council policies, or counterbalancing considerations justify the inconsistency.

   Analysis: See Conditional Use Permit Finding No.3 above.

4. The interrelationship between the orientation, location, and elevations of proposed buildings and structures and other uses on-site are mutually compatible and aesthetically harmonious.

   Analysis: The project would locate the noise-generated outdoor use in the east of the site, closer to roadways and away from mobile home residences to the west. The building would be located along the western property line as a noise barrier to the mobile home park. The trash enclosure would be located to the south of the building and far from the public streets. In addition, the trash enclosure would be painted to match the primary building color. The building, the trash enclosure, and the outdoor construction equipment area are located in areas where they are functionally needed and are mutually compatible and aesthetically harmonious.

5. The orientation, location and elevation of the proposed buildings and structures and other uses on the site are compatible with and are aesthetically harmonious with adjacent development or the character of the neighborhood.

   Analysis: *The site is surrounded by mobile home park residences to the west, single-family residential to the north across Hayes Avenue, and a railroad track to the east across Hayes Avenue. All the surrounding buildings are one-story high. The proposed building is 25.5 feet high, which is compatible with the surrounding buildings. The proposed materials, such as brick veneer, can be found in nearby residential neighborhoods. The site will be enclosed by metal fences with ground cover and shrubs. The project would maintain the existing 6-foot masonry walls and*

provide new landscape buffers with trees separating the adjacent mobile home park. Therefore, the proposed building and its use on the site are compatible with and aesthetically harmonious with adjacent development or the character of the neighborhood.

6. The environmental impacts of the project, including but not limited to noise, vibration, dust, drainage, erosion, storm water runoff, and odor which, even if insignificant for purposes of the California Environmental Quality Act (CEQA), will not have an unacceptable negative affect on adjacent property or properties.

   Analysis: See Conditional Use Permit Finding No.7 above.

7. Landscaping, irrigation systems, walls and fences, features to conceal outdoor activities, exterior heating, ventilating, plumbing, utility and trash facilities are sufficient to maintain or upgrade the appearance of the neighborhood.

   Analysis: As shown on the plan sets, the landscaping, all walls and fences, utilities, and trash facilities are sufficient to maintain and upgrade the appearance of the neighborhood. The project would provide landscaping and metal fences along the streets.

8. Traffic access, pedestrian access and parking are adequate.

   Analysis: The project site is accessible by a driveway along Hayes Avenue. The project would construct a standard 10-foot detached sidewalk with a minimum 4.5-foot-wide park strip and a 5-foot-wide sidewalk along Hayes Avenue and Blossom Hill Road. A 5-foot-wide pedestrian path connects the sidewalk at Hayes Avenue and the building entrance. The project also meets the bicycle parking requirement as discussed in the Zoning Conformance section.

Evaluation Criteria for Demolition

Chapter 20.80.460 of the San José Municipal Code establishes evaluation criteria for issuance of a permit to allow for demolition. These criteria are made for the project based on the above-stated findings related to General Plan, Zoning and CEQA conformance, for the reasons stated below, and subject to the conditions set forth in this Permit.

1. The failure to approve the permit would result in the creation or continued existence of a nuisance, blight or dangerous condition;
2. The failure to approve the permit would jeopardize public health, safety or welfare;
3. The approval of the permit should facilitate a project which is compatible with the surrounding neighborhood;
4. The approval of the permit should maintain the supply of existing housing stock in the City of San Jose;
5. Both inventoried and non-inventoried buildings, sites and districts of historical significance should be preserved to the maximum extent feasible;

6. Rehabilitation or reuse of the existing building would not be feasible; and
7. The demolition, removal or relocation of the building without an approved replacement building should not have an adverse impact on the surrounding neighborhood.

Analysis: The existing building on-site was constructed between 1889 to 1900 and is not a building of historical significance per the review of the Department of Parks and Recreation (DPR) 523 form prepared by the historic consultant, GPA Consulting, dated April 23, 2024. The property is ineligible for listing on the National Register, California Register or City of San Jose Historic Resources Inventory. The demolition of the building would not affect the City's housing stock since it is currently used to support construction equipment sale/lease. The demolition of the existing building would facilitate the construction of the project consistent with the General Plan and the Zoning District, as noted above, and is compatible with the surrounding uses as analyzed in the report. The demolition would not result in a nuisance, blight, or dangerous condition as the demolition would allow for the construction of the new building with the associated site improvements.

Senate Bill 330 Compliance (for Rezoning)

The Housing Crisis Act of 2019 (SB 330, 2019) limits the manner in which local governments may reduce the capacity for residential units that can be built on within the local agency's jurisdiction, including actions such as downzoning, changing general or specific plan land use designations to a less intensive use, reductions in height, density or floor area ratio, or other types of increased requirements that work to reduce the amount of housing capacity in the jurisdiction. An exception to this limitation is that a property may be allowed to reduce the intensity of residential uses if changes in land use designations or zoning elsewhere in the jurisdiction ensure there is no net loss in residential capacity within the jurisdiction.

Analysis: The current IP Zoning District does not allow residential uses on the subject site. Therefore, the rezoning to the LI Zoning District would not reduce the capacity for residential units within the City.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Under the provisions of Section 15303 (c) New Construction or Conversion of Small Structures of the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), the Site Development Permit is found to be exempt from the environmental review requirements of Title 21 of the San José Municipal Code, implementing the California Environmental Quality Act of 1970, as amended. CEQA Guidelines Section 15303 applies to projects that consist of small new construction, or the conversion of existing small structures from one use to another where only minor modifications are made to the exterior of the structure. CEQA Guidelines Section 15303 (c) includes the following criteria: A store, motel, office, restaurant or similar structure not involving the use of significant amounts of hazardous substances, and not

exceeding 2500 square feet in floor area. In urbanized areas, the exemption also applies to up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

Analysis: The project site is within an urbanized area where all necessary public services and facilities are available. The project includes the demolition of an existing building that was built between 1889 to 1900. Per the review of the Department of Parks and Recreation (DPR) 523 form prepared by the historic consultant, GPA Consulting, dated April 23, 2024, this building is not a building of historical significance. The property is ineligible for listing on the National Register, California Register or City of San Jose Historic Resources Inventory. Therefore, the demolition of the building would not result in a significant cultural and resource impact. The proposed project includes one 5,000-square-foot building and will not involve the use of significant amounts of hazardous substances. The noise report concludes the project will not result in a significant noise impact on the adjacent mobile home park with the existing perimeter wall. Per the Public Works Final Memo dated October 28, 2024, the project will result in less-than-significant VMT impacts and the projected traffic for the project was found to be minimal. Therefore, CEQA Guidelines Section 15303(c) applies.

PUBLIC OUTREACH

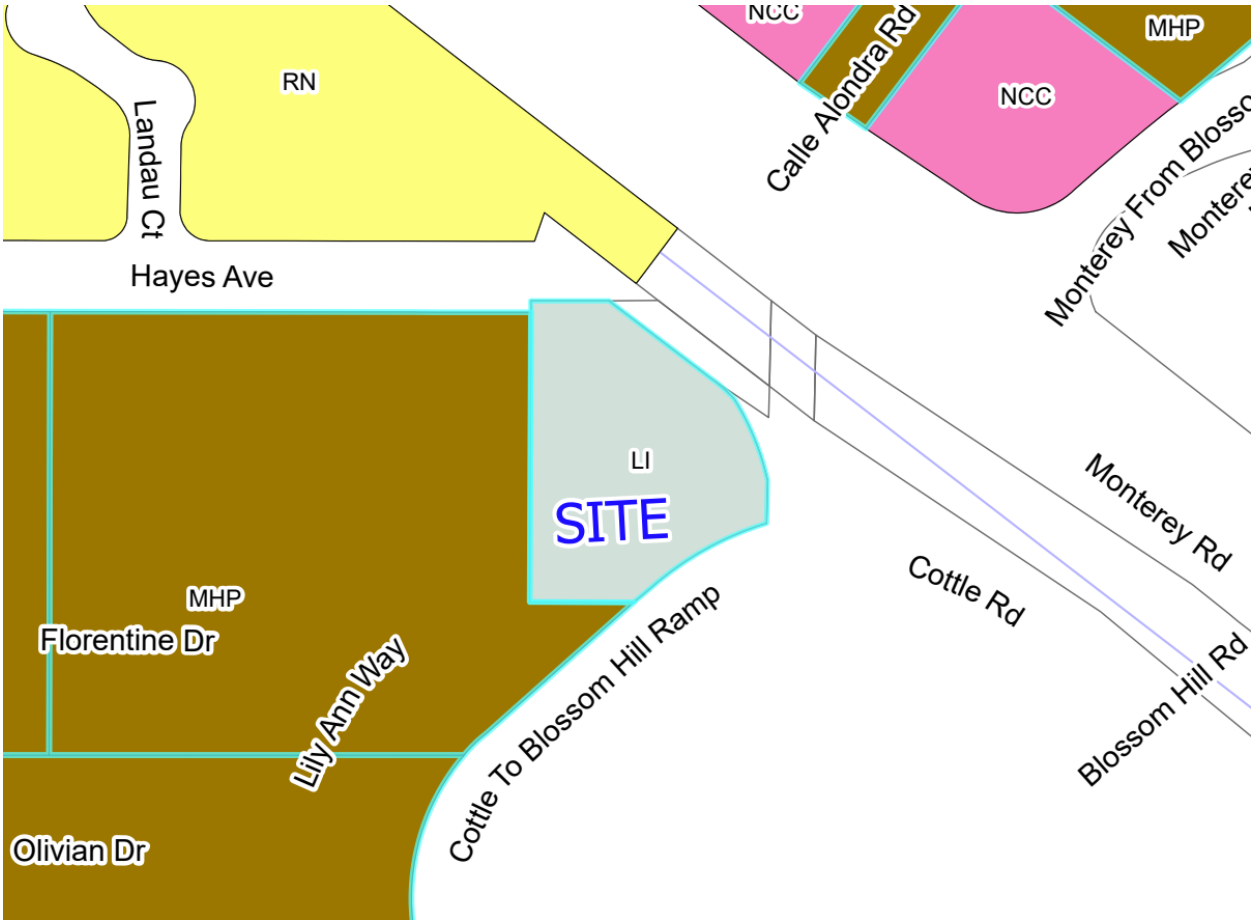
Staff followed Council Policy 6-30: Public Outreach Policy to inform the public of the project. Two on-site signs have been posted on the project frontages since January 24, 2024. A notice of the public hearing was distributed to the owners and tenants of all properties located within 500 feet of the project site and posted on the City website. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

/s/
CHRISTOPHER BURTON, Director
Planning, Building and Code Enforcement

For questions, please contact John Tu, Division Manager, at (408) 535-6818.

Attachments:
Exhibit A – Aerial Map
Exhibit B – General Plan Map
Exhibit C – Existing Zoning Map
Exhibit D – Proposed Zoning Map
Exhibit E – Project Plans
Exhibit F – Noise Report

Exhibit A – Aerial Map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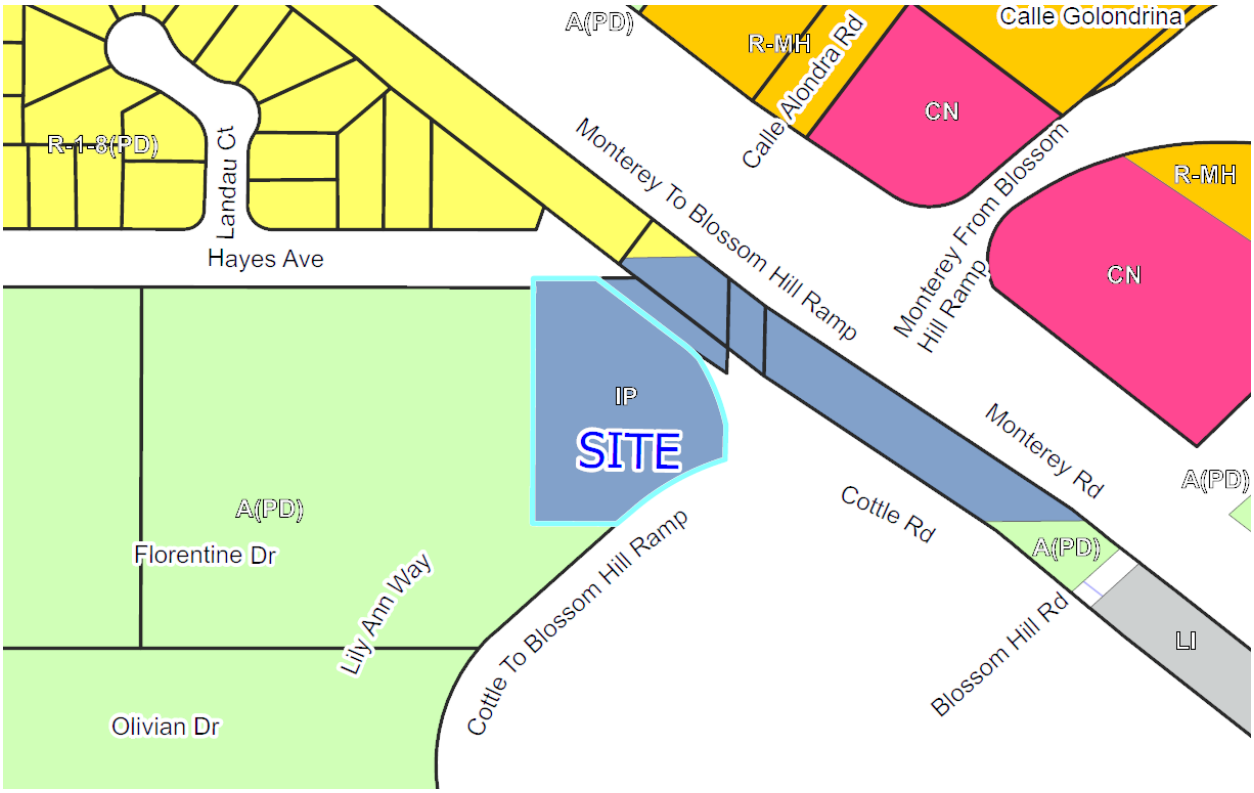
MHP
RN
Landau Ct
Calle Alondra Rd
NCC
Monterey From Blosso
Monterey
Hayes Ave
LI
SITE
Monterey Rd
Cottle Rd
MHP
Florentine Dr
Lily Ann Way
Cottle To Blossom Hill Ramp
Blossom Hill Rd
Olivian Dr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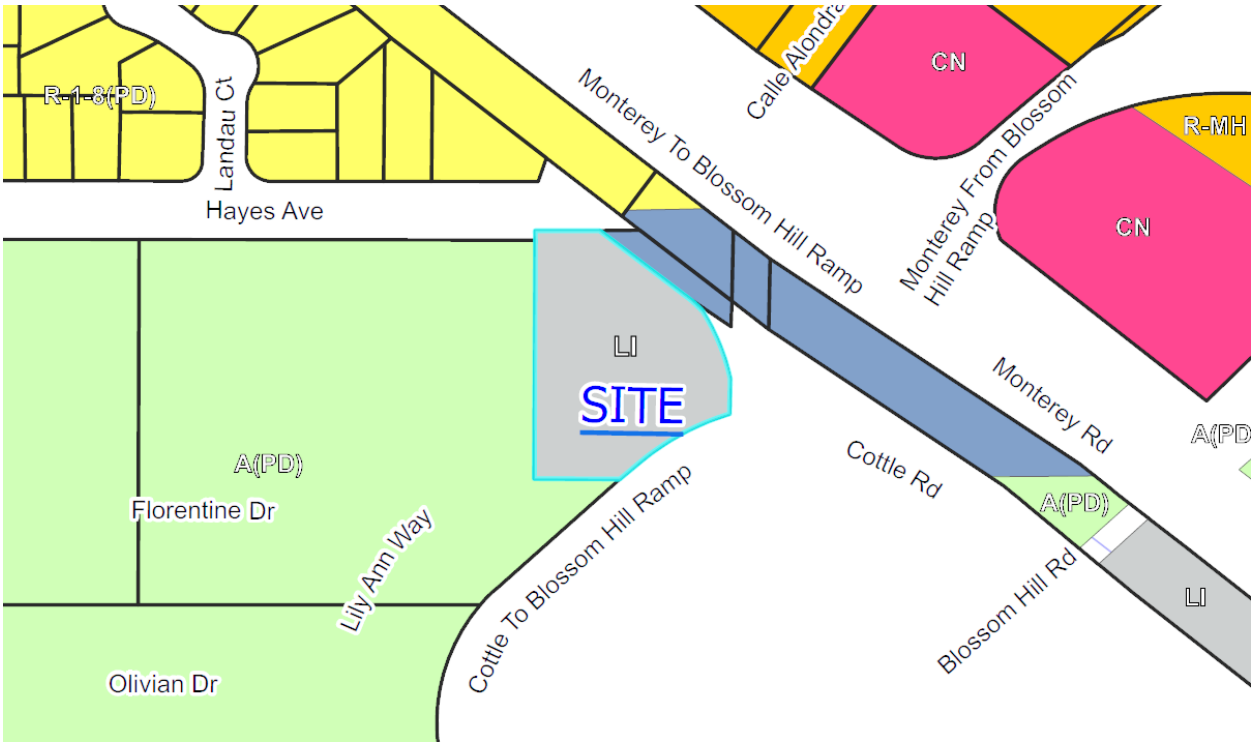
R-MH
Calle Golondrina
Calle Alondra Rd
CN
R-1-8(PD)
Landau Ct
Hayes Ave
Monterey To Blossom Hill Ramp
Monterey From Blossom Hill Ramp
R-MH
CN
IP
SITE
Monterey Rd
A(PD)
A(PD)
Florentine Dr
Cottle Rd
A(PD)
Lily Ann Way
Cottle To Blossom Hill Ramp
Blossom Hill Rd
LI
Olivian Dr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Landau Ct
Hayes Ave
Monterey To Blossom Hill Ramp
Calle Alondra
CN
Monterey From Blossom Hill Ramp
R-MH
CN
LI
SITE
Monterey Rd
A(PD
A(PD)
Florentine Dr
Lily Ann Way
Cottle To Blossom Hill Ramp
Cottle Rd
A(PD)
Blossom Hill Rd
LI
Olivian Dr

CONDITIONAL USE PERMIT

15 COTTLE ROAD

A DEVELOPMENT BY SUNBELT RENTALS, INC

TABLE OF CONTENTS

PROJECT DATA

ASSESSOR'S PARCEL NUMBER:	690-02-003
PROJECT ADDRESS/LOCATION:	15 COTTLE ROAD
EXISTING GENERAL PLAN DESIGNATION:	LIGHT INDUSTRIAL (LI)
EXISTING ZONING DESIGNATION:	INDUSTRIAL PARK (IP)
PROPOSED ZONING DESIGNATION:	LIGHT INDUSTRIAL
PROPOSED USE:	INDUSTRIAL/COMMERCIAL/RETAIL
GROSS SITE AREA:	±0.94 AC
RIGHT-OF-WAY DEDICATION:	±0.00 AC
NET SITE AREA:	±0.94 AC
PROPOSED SITE COVERAGE:	
BUILDINGS:	±5,000 SF (12%)
PRIVATE CIRCULATION:	±24,599 SF (60%)
LANDSCAPE/HARDSCAPE:	±11,332 SF (28%)
	±40,931 SF (100.0%)
ALLOWED HEIGHT:	MAX 50'

PROJECT DESCRIPTION

PROPOSED PROJECT INCLUDES THE DEMOLITION OF THE EXISTING 1,638 SQUARE FEET SUNBELT RENTALS RETAIL BUILDING AND CONSTRUCTION OF A NEW 5,000 SQUARE FEET RETAIL BUILDING. RETAIL BUILDING WILL SUPPORT SUNBELT EQUIPMENT RENTALS. PROPOSED PROJECT ALSO INCLUDES 3 CUSTOMER PARKING SPACES, 6 EMPLOYEE PARKING SPACES, 1 MOTORCYCLE PARKING SPACE, AND 3 BIKE RACKS.

DEVELOPMENT TEAM

GOVERNMENT AGENCIES:
CITY OF SAN JOSE
200 E SANTA CLARA ST
SAN JOSE, CA 95113
(408)535-3555

OWNER:
SUNBELT RENTALS
CONTACT: DOUG HAYUNGS
1977 INNOVATION POINT
FORT MILL, SC 29715
(480)213-1206

DEVELOPER:
SUNBELT RENTALS
CONTACT: DOUG HAYUNGS
1977 INNOVATION POINT
FORT MILL, SC 29715
(480)213-1206

PLANNER/CIVIL ENGINEER:
HMH ENGINEERS
CONTACT: OLIVIA BERGIN
1570 OAKLAND ROAD
SAN JOSE, CA 95131
(669)295- 2369

ARCHITECT:
E2 ARCHITECTURE
CONTACT: JEFFREY EATON
1501 THE ALAMEDA, SUITE 105
SAN JOSE, CA 95126
(408)691-8998

LANDSCAPE ARCHITECT:
HMH LANDSCAPE ARCHITECTURE
CONTACT: SHAWN TAYLOR
1570 OAKLAND ROAD
SAN JOSE, CA 95131
(669)295-2312

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15 COTTLE ROAD
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CONDITIONAL USE PERMIT
CP24-001

NO	DATE	DESCRIPTION
5	1/28/2025	PLANNING PC COMMENT RESPONSE
4	10/11/2024	PLANNING PC COMMENT RESPONSE
3	6/21/2024	PLANNING PC COMMENT RESPONSE
2	3/15/2024	PER CITY COMMENTS
1		

PROJECT NO:	6579.00
CAD DWG FILE:	657900TS.DWG
DESIGNED BY:	OB
DRAWN BY:	OB
CHECKED BY:	OB
DATE:	NOV. 20, 2023
SCALE:	NOT TO SCALE

TITLE SHEET

G1.0
OF 28

S:\PROJECTS\657900\PLI\PERMIT\657900TS.DWG

PLOTTED: 1/28/2025 2:06 PM

EXISTING RESIDENTIAL USE

HAYES AVE

SOUTHERN PACIFIC TRANSPORTATION COMPANY

S89°40'07"E 64.23'

S52°23'47"E 51.98'

L=85.77'
Δ=36°24'09"

EXISTING PARKING TO BE REMOVED AND REPLACED

EXISTING METAL FENCE TO BE REMOVED AND REPLACED

EXISTING DRIVEWAY TO BE REMOVED/REPLACED

EXISTING 6' MASONRY WALL TO REMAIN

EXISTING RESIDENTIAL USE

EXISTING RESIDENTIAL USE

EXISTING RESIDENTIAL USE

EXISTING RESIDENTIAL USE

EXISTING RESIDENTIAL USE

N0°10'58"E 264.68'

EXISTING PARKING TO BE REMOVED AND REPLACED

EXISTING BUILDING TO BE DEMOLISHED ±1,638 SF

S0°08'58"W 57.48'

EXISTING BUILDING TO BE DEMOLISHED ±115 SF

L=107.02'
Δ=24°14'11"

EXISTING CONCRETE TO BE DEMOLISHED

EXISTING BUILDING TO BE DEMOLISHED ±69 SF

N89°40'14"W 89.51'

BLOSSOM HILL ROAD

ENDICOTT BLVD

EX SSMH
RIM 189.0±
INV 182.17 –6" IN (N)
INV 182.07 –6" OUT (W)

EX SSMH
RIM 191.8±
INV 185.00–NEW 6" IN (W)
INV 176.62–EX 12" IN (S)
INV 176.67–EX 8" IN (NW)
INV 176.97–12" OUT (NE)

EX SDCI
RIM 191.3±
INV 187.31–12" OUT (SE)

EX SDDI
RIM 191.7±
INV 188.35–12" OUT (SW)

EX SDJB
RIM 192.4±
INV 187.19–12" IN (NW)
INV 187.44–12" IN (NE)
INV 186.99–12 OUT (SW)

EX SDMH
RIM 191.8±
INV 184.70–12" IN (NE)
INV 184.65–12" IN (SE)
INV 184.65–12" OUT (SW)

0 10 20 40
1 INCH = 20 FEET

LEGEND

	EXISTING
PROJECT BOUNDARY	
PROPERTY LINE	
EASEMENT LINE	
RIGHT OF WAY	
CURB AND GUTTER	
SIDEWALK	
SANITARY SEWER	SS(E)
SANITARY SEWER MANHOLE	
STORM DRAIN LINE	SD(E)
STORM DRAIN MANHOLE CSJ (SDMH)	
STORM DRAIN CURB INLET (SJDI)	
STORM DRAIN FIELD INLET (SDFI)	
DRIVEWAY	
WHEELCHAIR RAMP	
CITY MONUMENT	
FENCE	
STREET SIGN	
SPOT GRADES (AERIAL)	×141.2
CONTOUR ELEVATION	141
SHOWN FOR INFORMATION ONLY. DESIGNED BY OTHERS	
WATER MAIN	W(E)
WATER VALVE	
WATER METER	
FIRE HYDRANT	
STREET SIGN	
ELECTROLIER	
CITY STREETLIGHT CONDUIT	
JOINT TRENCH LINE	JT(E)
PULL BOX	

ABBREVIATIONS

EX EXISTING

NOTES

1. EXISTING SURFACE FEATURES ARE PLOTTED BASED OFF THE FIELD SURVEY PERFORMED BY HMH ON OCTOBER 12,, 2023.

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15 COTTLE ROAD
15 COTTLE ROAD SAN JOSE
CONDITIONAL USE PERMIT
CP24-001

NO	DATE	DESCRIPTION
1	1/28/2025	PLANNING PC COMMENT RESPONSE
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4	3/15/2024	PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900EX.DWG
DESIGNED BY:	MKD
DRAWN BY:	MKD
CHECKED BY:	RH
DATE:	NOV. 20, 2023
SCALE:	AS SHOWN

EXISTING CONDITIONS PLAN

1.0

OF 28

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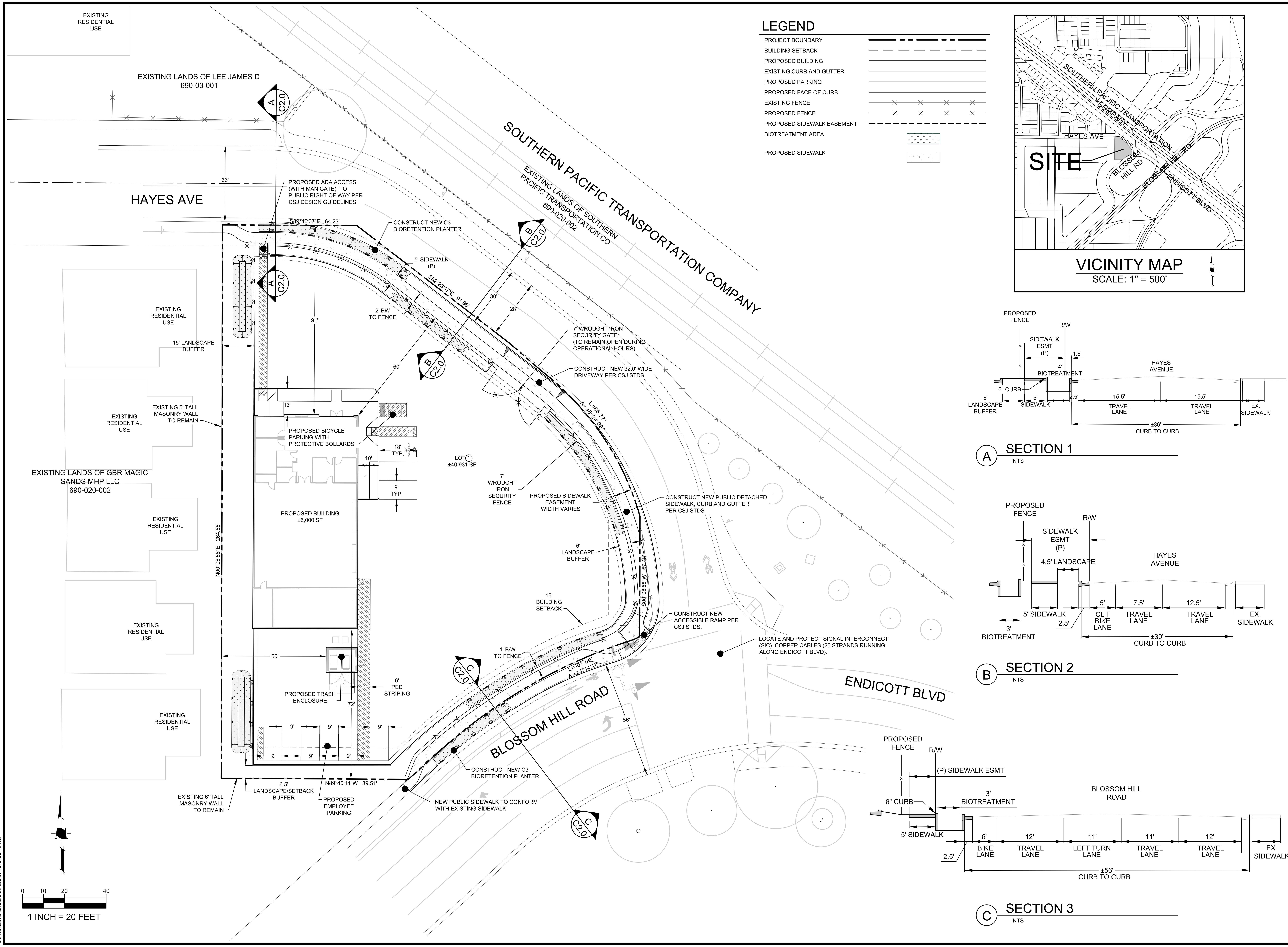
LEGEND
PROJECT BOUNDARY
BUILDING SETBACK
PROPOSED BUILDING
EXISTING CURB AND GUTTER
PROPOSED PARKING
PROPOSED FACE OF CURB
EXISTING FENCE
PROPOSED FENCE
PROPOSED SIDEWALK EASEMENT
BIOTREATMENT AREA
PROPOSED SIDEWALK
VICINITY MAP
SCALE: 1" = 500'
SITE
HAYES AVE
BLOSSOM HILL RD
SOUTHERN PACIFIC TRANSPORTATION COMPANY
ENDICOTT BLVD
EXISTING RESIDENTIAL USE
EXISTING LANDS OF LEE JAMES D
690-03-001
HAYES AVE
SOUTHERN PACIFIC TRANSPORTATION COMPANY
EXISTING LANDS OF SOUTHERN PACIFIC TRANSPORTATION CO
690-020-002
PROPOSED ADA ACCESS (WITH MAN GATE) TO PUBLIC RIGHT OF WAY PER CSJ DESIGN GUIDELINES
CONSTRUCT NEW C3 BIORETENTION PLANTER
5' SIDEWALK (P)
2' BW TO FENCE
15' LANDSCAPE BUFFER
7' WROUGHT IRON SECURITY GATE (TO REMAIN OPEN DURING OPERATIONAL HOURS)
CONSTRUCT NEW 32.0' WIDE DRIVEWAY PER CSJ STDS
EXISTING 6' TALL MASONRY WALL TO REMAIN
PROPOSED BICYCLE PARKING WITH PROTECTIVE BOLLARDS
LOT 1
±40,931 SF
EXISTING LANDS OF GBR MAGIC SANDS MHP LLC
690-020-002
7' WROUGHT IRON SECURITY FENCE
PROPOSED SIDEWALK EASEMENT WIDTH VARIES
CONSTRUCT NEW PUBLIC DETACHED SIDEWALK, CURB AND GUTTER PER CSJ STDS
PROPOSED BUILDING
±5,000 SF
6' LANDSCAPE BUFFER
15' BUILDING SETBACK
CONSTRUCT NEW ACCESSIBLE RAMP PER CSJ STDS.
LOCATE AND PROTECT SIGNAL INTERCONNECT (SIC) COPPER CABLES (25 STRANDS RUNNING ALONG ENDICOTT BLVD).
1' B/W TO FENCE
PROPOSED TRASH ENCLOSURE
6' PED STRIPING
ENDICOTT BLVD
BLOSSOM HILL ROAD
CONSTRUCT NEW C3 BIORETENTION PLANTER
NEW PUBLIC SIDEWALK TO CONFORM WITH EXISTING SIDEWALK
EXISTING 6' TALL MASONRY WALL TO REMAIN
LANDSCAPE/SETBACK BUFFER
PROPOSED EMPLOYEE PARKING
S89°40'07"E 64.23'
S52°23'47"E 91.98'
N00°08'58"E 264.68'
S00°08'58"W 57.45'
N89°40'14"W 89.51'
L=85.77' Δ=36°24'09"
L=107.02' Δ=24°14'11"
1 INCH = 20 FEET
SECTION 1
NTS
PROPOSED FENCE
R/W
SIDEWALK ESMT (P)
4' BIOTREATMENT
6" CURB
5' LANDSCAPE BUFFER
5' SIDEWALK
15.5' TRAVEL LANE
15.5' TRAVEL LANE
EX. SIDEWALK
±36' CURB TO CURB
HAYES AVENUE
SECTION 2
NTS
4.5' LANDSCAPE
5' SIDEWALK
3' BIOTREATMENT
5' CL II BIKE LANE
7.5' TRAVEL LANE
12.5' TRAVEL LANE
±30' CURB TO CURB
SECTION 3
NTS
(P) SIDEWALK ESMT
3' BIOTREATMENT
BLOSSOM HILL ROAD
6' BIKE LANE
12' TRAVEL LANE
11' LEFT TURN LANE
11' TRAVEL LANE
12' TRAVEL LANE
±56' CURB TO CURB
S:\PROJECTS\6579\00\PLN\PERMIT\657900SP.DWG

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15 COTTLE ROAD

15 COTTLE ROAD SAN JOSE

CONDITIONAL USE PERMIT

CP24-001

NO	DATE	DESCRIPTION
	1/28/2025	PLANNING PC COMMENT RESPONSE
	10/11/2024	PLANNING PC COMMENT RESPONSE
	6/21/2024	PLANNING PC COMMENT RESPONSE
	3/15/2024	PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900SP.DWG
DESIGNED BY:	OB
DRAWN BY:	OB
CHECKED BY:	RH
DATE:	NOV. 20, 2023
SCALE:	AS SHOWN

SITE PLAN

2.0
OF 28

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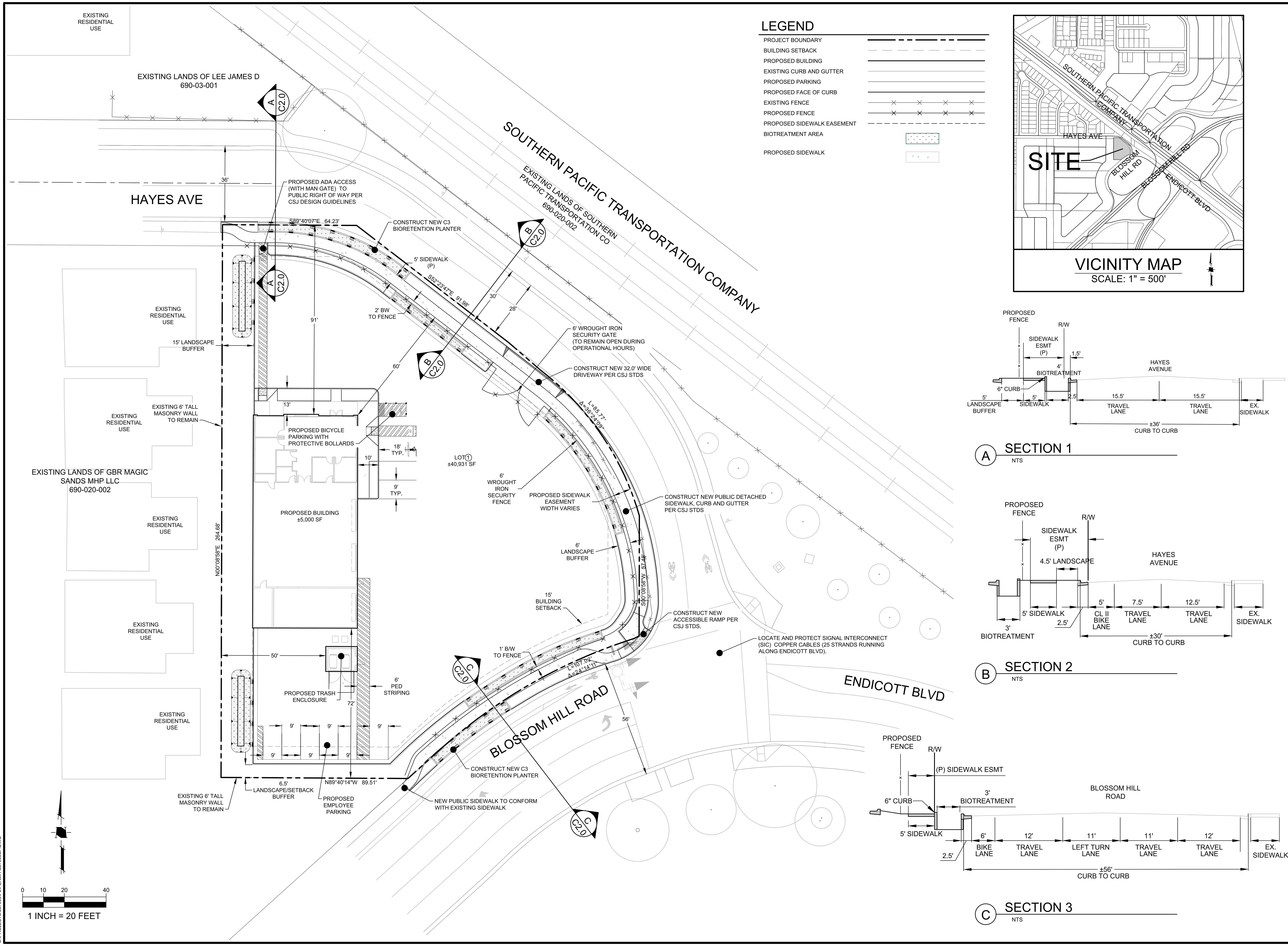
EXISTING RESIDENTIAL USE
EXISTING LANDS OF LEE JAMES D
690-03-001
HAYES AVE
36'
SOUTHERN PACIFIC TRANSPORTATION COMPANY
EXISTING LANDS OF SOUTHERN PACIFIC TRANSPORTATION CO
690-020-002
PROPOSED ADA ACCESS (WITH MAN GATE) TO PUBLIC RIGHT OF WAY PER CSJ DESIGN GUIDELINES
S89°40'07"E 64.23'
CONSTRUCT NEW C3 BIORETENTION PLANTER
5' SIDEWALK (P)
S52°23'47"E 91.98'
2' BW TO FENCE
30'
28'
91'
60'
15' LANDSCAPE BUFFER
6' WROUGHT IRON SECURITY GATE (TO REMAIN OPEN DURING OPERATIONAL HOURS)
CONSTRUCT NEW 32.0' WIDE DRIVEWAY PER CSJ STDS
EXISTING 6' TALL MASONRY WALL TO REMAIN
13'
PROPOSED BICYCLE PARKING WITH PROTECTIVE BOLLARDS
18' TYP.
10'
9' TYP.
LOT 1
±40,931 SF
EXISTING LANDS OF GBR MAGIC SANDS MHP LLC
690-020-002
6' WROUGHT IRON SECURITY FENCE
PROPOSED SIDEWALK EASEMENT WIDTH VARIES
L=85.77'
Δ=36°24'09"
CONSTRUCT NEW PUBLIC DETACHED SIDEWALK, CURB AND GUTTER PER CSJ STDS
PROPOSED BUILDING
±5,000 SF
N00°08'58"E 264.68'
6' LANDSCAPE BUFFER
S00°08'58"W 57.48'
15' BUILDING SETBACK
CONSTRUCT NEW ACCESSIBLE RAMP PER CSJ STDS.
LOCATE AND PROTECT SIGNAL INTERCONNECT (SIC) COPPER CABLES (25 STRANDS RUNNING ALONG ENDICOTT BLVD).
50'
1' B/W TO FENCE
L=107.02'
Δ=24°14'11"
ENDICOTT BLVD
PROPOSED TRASH ENCLOSURE
72'
6' PED STRIPING
BLOSSOM HILL ROAD
56'
9'
CONSTRUCT NEW C3 BIORETENTION PLANTER
6.5'
N89°40'14"W 89.51'
EXISTING 6' TALL MASONRY WALL TO REMAIN
LANDSCAPE/SETBACK BUFFER
PROPOSED EMPLOYEE PARKING
NEW PUBLIC SIDEWALK TO CONFORM WITH EXISTING SIDEWALK
A C2.0
B C2.0
C C2.0
0 10 20 40
1 INCH = 20 FEET
LEGEND
PROJECT BOUNDARY
BUILDING SETBACK
PROPOSED BUILDING
EXISTING CURB AND GUTTER
PROPOSED PARKING
PROPOSED FACE OF CURB
EXISTING FENCE
PROPOSED FENCE
PROPOSED SIDEWALK EASEMENT
BIOTREATMENT AREA
PROPOSED SIDEWALK
SOUTHERN PACIFIC TRANSPORTATION COMPANY
HAYES AVE
SITE
BLOSSOM HILL RD
BLOSSOM HILL RD
ENDICOTT BLVD
VICINITY MAP
SCALE: 1" = 500'
PROPOSED FENCE
R/W
SIDEWALK ESMT (P)
4' BIOTREATMENT
1.5'
HAYES AVENUE
6" CURB
5' LANDSCAPE BUFFER
5' SIDEWALK
2.5'
15.5' TRAVEL LANE
15.5' TRAVEL LANE
EX. SIDEWALK
±36' CURB TO CURB
A SECTION 1
NTS
PROPOSED FENCE
R/W
SIDEWALK ESMT (P)
4.5' LANDSCAPE
HAYES AVENUE
5' SIDEWALK
3' BIOTREATMENT
2.5'
5' CL II BIKE LANE
7.5' TRAVEL LANE
12.5' TRAVEL LANE
EX. SIDEWALK
±30' CURB TO CURB
B SECTION 2
NTS
PROPOSED FENCE
R/W
(P) SIDEWALK ESMT
6" CURB
3' BIOTREATMENT
BLOSSOM HILL ROAD
5' SIDEWALK
2.5'
6' BIKE LANE
12' TRAVEL LANE
11' LEFT TURN LANE
11' TRAVEL LANE
12' TRAVEL LANE
EX. SIDEWALK
±56' CURB TO CURB
C SECTION 3
NTS

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15 COTTLE ROAD

15 COTTLE ROAD SAN JOSE

CONDITIONAL USE PERMIT

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PROJECT NO:	6579.00
CAD DWG FILE:	657900SP.DWG
DESIGNED BY:	OB
DRAWN BY:	OB
CHECKED BY:	RH
DATE:	NOV. 20, 2023
SCALE:	AS SHOWN

SITE PLAN

2.0
OF 28

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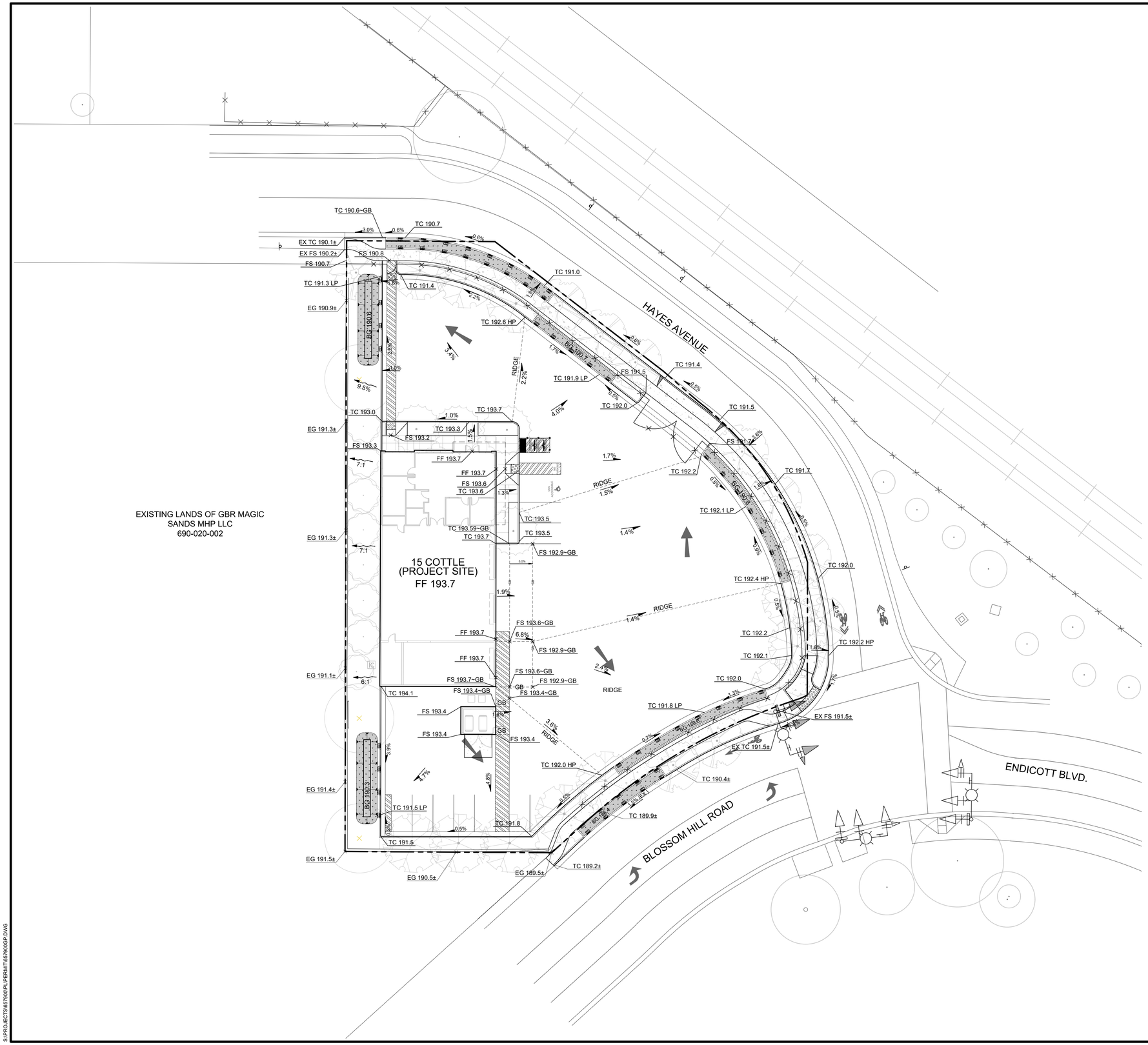

LEGEND

	PROPOSED	EXISTING
DIRECTION OF SURFACE DRAINAGE	←	←
OVERLAND RELEASE PATH	⬅	
PROPERTY LINE		— - —
BOUNDARY	— — —	
CURB AND GUTTER	═	═
SIDEWALK	▨	═
DRIVEWAY	▨	▭
CURB CUT W/ 6" TAPER - SEE DETAIL 4/C5.1	▬	
RETAINING WALL (CMU)		▭
DETAIL CALLOUT	A/3 ← DETAIL ← SHEET NUMBER	
BIORETENTION AREA SEE SHEET C5.0	▨	

ABBREVIATIONS

℄ / CL	CENTERLINE
CMU	CONCRETE MASONRY UNIT
EG	EXISTING GROUND
EX	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
FS	FINISHED SURFACE
GB	GRADE BREAK
HP	HIGH POINT
LP	LOW POINT
NTS	NOT TO SCALE
ℙ / PL	PROPERTY LINE
RW	RIGHT OF WAY
DS	RAIN WATER LEADER
TC	TOP OF CURB

1 INCH = 20 FEET

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△		
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PROJECT NO:	6579.00
CAD DWG FILE:	657900GP.DWG
DESIGNED BY:	MKD/AV
DRAWN BY:	MKD/AV
CHECKED BY:	RH
DATE:	NOV. 20, 2023
SCALE:	AS SHOWN

GRADING AND DRAINAGE PLAN

3.0

OF 28

S:\PROJECTS\657900\PL\PERMIT\657900GP.DWG

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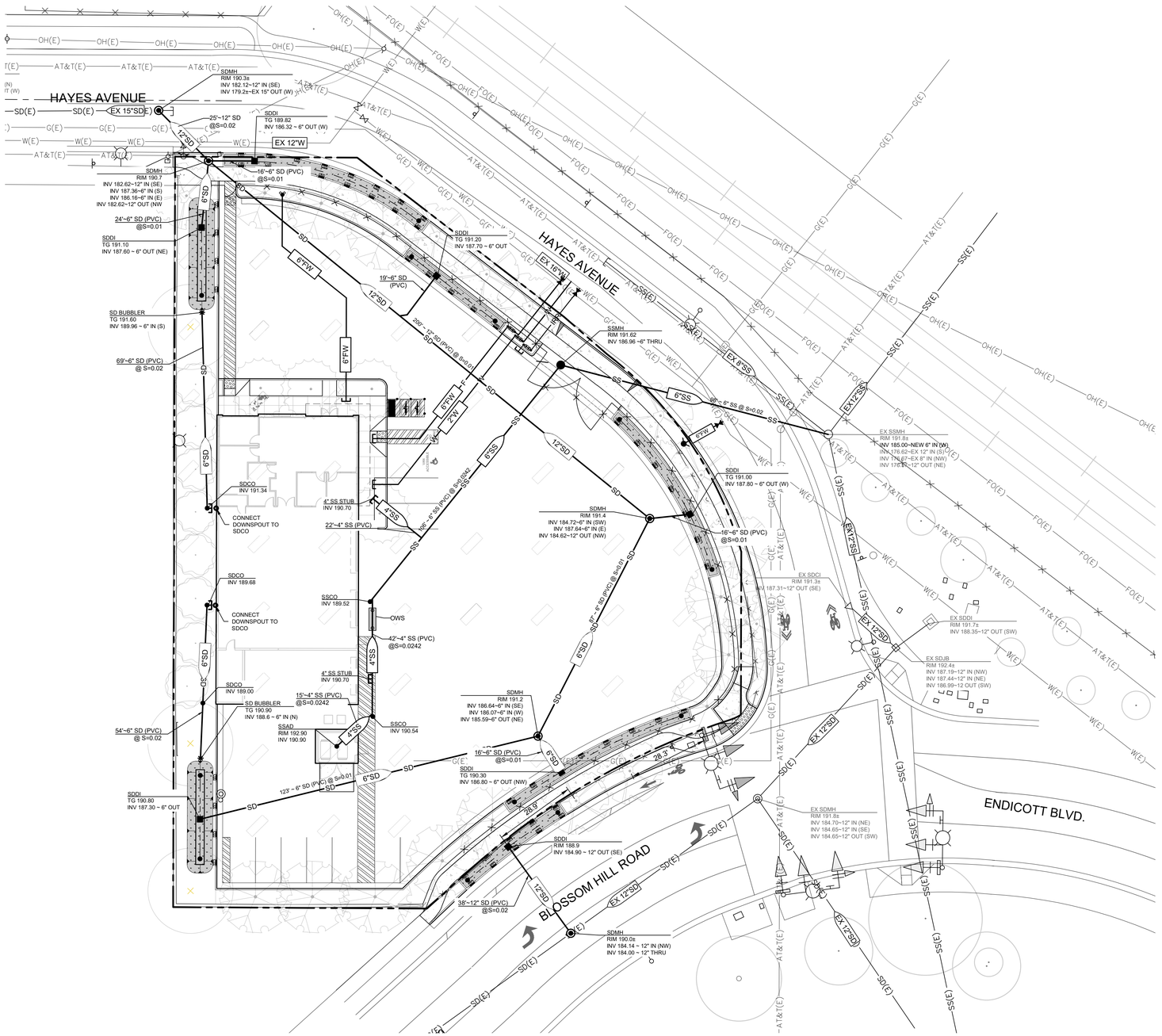

LEGEND

PROJECT BOUNDARY

LEGEND

	PROPOSED	EXISTING
PROJECT BOUNDARY		
PROPERTY LINE		
RIGHT OF WAY		
EASEMENT		
CURB AND GUTTER		
CONCRETE VALLEY GUTTER		
SIDEWALK		
STREET MONUMENT		
CENTERLINE		
SANITARY SEWER	SS	EX–SS
SANITARY SEWER MANHOLE CSJ D-11		
SANITARY LATERAL		
SANITARY SEWER CLEAN OUT		
STORM DRAIN LINE	SD	SD(E)
STORM DRAIN PERFORATED PIPE		
STORM DRAIN MANHOLE CSJ D-11		
STORM DRAIN CURB INLET		
STORM DRAIN FIELD INLET (1X1)		
STORM DRAIN FIELD INLET (2X2)		
STORM DRAIN DOWNSPOUT		
STORM DRAIN PLUG		
TREE		
WATER MAIN		EX–W
WATER VALVE		
WATER SERVICE AND METER	W	EX–W
FIRE HYDRANTS		
BACK FLOW VALVE		
FIRE SERVICE CONNECTION		
STREET SIGN		
BUBBLER		B
UTILITY POLE		
CONDUIT		
PULL BOX		
JOINT TRENCH		JT
GAS		G

0 10 20 40

1 INCH = 20 FEET

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15 COTTLE ROAD
15 COTTLE ROAD SAN JOSE
CONDITIONAL USE PERMIT
CP24-001

NO	DATE	DESCRIPTION
5	1/28/2025	PLANNING PC COMMENT RESPONSE
4	10/11/2024	PLANNING PC COMMENT RESPONSE
3	6/21/2024	PLANNING PC COMMENT RESPONSE
2	3/15/2024	PER CITY COMMENTS
1		

PROJECT NO:	6579.00
CAD DWG FILE:	657900UT.DWG
DESIGNED BY:	MKD
DRAWN BY:	MKD
CHECKED BY:	RH
DATE:	NOV. 20, 2023
SCALE:	AS SHOWN

UTILITY PLAN

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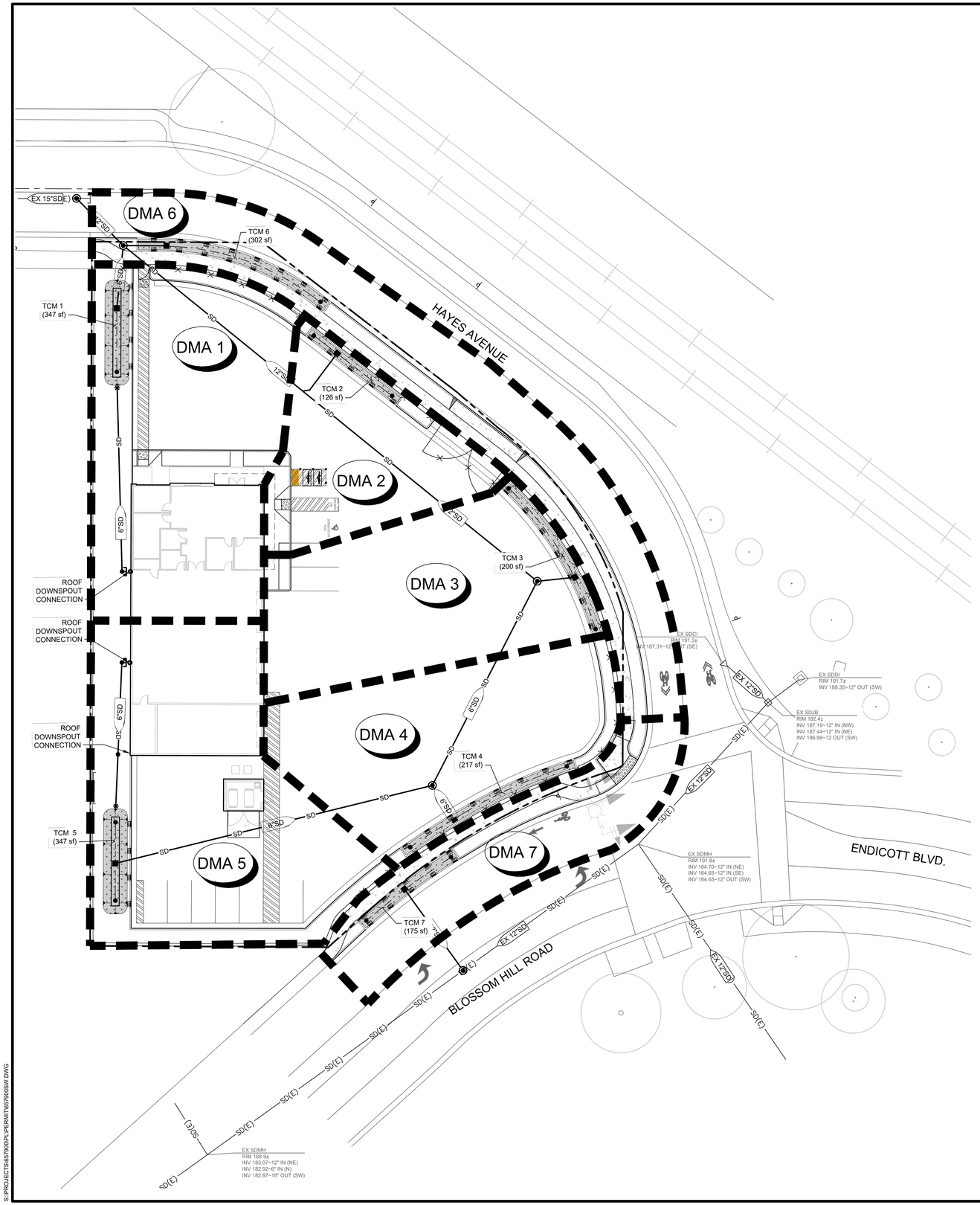

0 10 20 40

1 INCH = 20 FEET

LEGEND

- PROJECT BOUNDARY
- STORM DRAIN PIPE — SD —
- STORM DRAIN PIPE (EXISTING) — SD(E) —
- STORM DRAIN MANHOLE
- STORM DRAIN MANHOLE (EXISTING)
- CURB INLET (EXISTING)
- CATCH BASIN
- CATCH BASIN (EXISTING)
- FLOW DRAINAGE
- CURB CUT W/ 6" TAPER - SEE DETAIL 2/C5.1
- LID TREATMENT DRAINAGE AREA (SEE SIZING CALCULATIONS, SHEET C5.1) — DMA#
- BIORETENTION AREA

STANDARD STORMWATER CONTROL NOTES:

- STANDING WATER SHALL NOT REMAIN IN THE TREATMENT MEASURES FOR MORE THAN THREE DAYS, TO PREVENT MOSQUITO GENERATION. SHOULD ANY MOSQUITO ISSUES ARISE, CONTACT THE SANTA CLARA VALLEY VECTOR CONTROL DISTRICT (DISTRICT). MOSQUITO LARVICIDES SHALL BE APPLIED ONLY WHEN ABSOLUTELY NECESSARY, AS INDICATED BY THE DISTRICT, AND THEN ONLY BY A LICENSED PROFESSIONAL OR CONTRACTOR. CONTACT INFORMATION FOR THE DISTRICT IS PROVIDED BELOW:

  VECTOR CONTROL DISTRICT
  1580 BERGER DRIVE
  SAN JOSE, CA 95112

  (408) 918-4770
  VECTORINFO@CEP.SCCGOV.ORG

- DO NOT USE PESTICIDES OR OTHER CHEMICAL APPLICATIONS TO TREAT DISEASED PLANTS, CONTROL WEEDS OR REMOVED UNWANTED GROWTH. EMPLOY NON-CHEMICAL CONTROLS (BIOLOGICAL, PHYSICAL AND CULTURAL CONTROLS) TO TREAT A PEST PROBLEM. PRUNE PLANTS PROPERLY AND AT THE APPROPRIATE TIME OF YEAR. PROVIDE ADEQUATE IRRIGATION FOR LANDSCAPE PLANTS. DO NOT OVER WATER.

CITY OF SAN JOSE MAINTAINED STORMWATER TREATMENT OPERATION AND MAINTENANCE INFORMATION:

I. **RESPONSIBLE PARTY FOR MAINTENANCE:**

I.A. CONTACT:
CITY OF SAN JOSE
DEPARTMENT OF TRANSPORTATION

I.B. PHONE NUMBER OF CONTACT:
(408) 794-1900

I.C. EMAIL: STREETS.DISPATCH@SANJOSECA.GOV

I.D. ADDRESS:
1404 MABURY ROAD
SAN JOSE, CA 95133

PROJECT SITE INFORMATION:

1. **SOILS TYPE:** CLAY LOAM
2. **GROUND WATER DEPTH:** 20-30 FEET
3. **NAME OF RECEIVING BODY:** CANOAS CREEK
4. **FLOOD ZONE:** ZONE D
5. **FLOOD ELEVATION (IF APPLICABLE):** N/A

OPERATION AND MAINTENANCE INFORMATION:

I. **PROPERTY INFORMATION:**

I.A. PROPERTY ADDRESS:
APN 690-02 -003

I.B. PROPERTY OWNER:
SUNBELT RENTALS

II. **RESPONSIBLE PARTY FOR MAINTENANCE:**

II.A. CONTACT:
DOUGLAS HAYUNGS

II.B. PHONE NUMBER OF CONTACT:
(480)-213-1206

II.C. EMAIL:
doug.hayungs@sunbeltrentals.com

II.D. ADDRESS:
1799 Innovation Point
Fort Mill, SC 29715

2. AREA DATA

2.a Enter the Project Phase Number (1, 2, 3, etc. or N/A if Not Applicable):	N/A	
2.b Total area of site:	1.15	acres
2.c Total area of site that will be disturbed[1]:	1.15	acres

COMPARISON OF IMPERVIOUS AND PERVIOUS AREAS AT PROJECT SITE:

2.d IMPERVIOUS AREAS - IA[2]	Pre-Project Existing IA sq. ft.	Existing IA Retained As-Is[3] sq. ft.	Existing IA Replaced with IA[4] sq. ft.	New IA Created[4] sq. ft.	Total Post Project IA sq. ft.
Site Totals					
Total onsite IA	d.1 37,237	d.2 0	d.3 31,004	d.4 0	d.5 (d.2+d.3+d.4) 31,004
Total off-site IA[2]	d.6 12,706	d.7 0	d.8 11,010	d.9 0	d.10 (d.7+d8+d.9) 11,010
Total project IA	d.11 (d.1+d.6) 49,943	d.12 (d.2 +d.7) 0	d.13 (d.3 +d.8) 42,014	d.14 (d.4 +d.9) 0	d.15 (d.5 +d.10) 42,014
Total New and Replaced IA			d.16 (d.13+d.14) 42,014		
Percent Replacement of onsite IA in Redevelopment Projects (d.3÷d.1) x 100:					d.17 83 %

2.e PERVIOUS AREAS - PA[5]	Pre-Project Existing PA sq. ft.	Total Post Project PA sq. ft.
Total on-site PA	e.1 0	e.2 6,233
Total off-site PA	e.3 0	e.4 1,696
Total PA[5]	e.5 (e.1+e.3) 0	e.6 (e.2+e.4) 7,929
2.f Total Area (IA + PA)	f.1 (d.11 + e.5) 49,943	f.2 (d.15 + e.6) 49,943

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STORMWATER CONTROL PLAN

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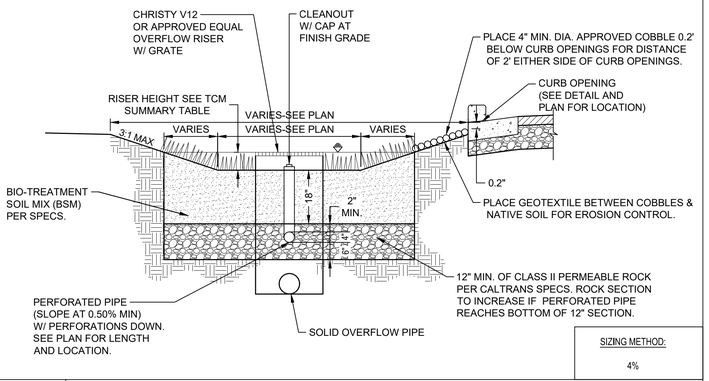
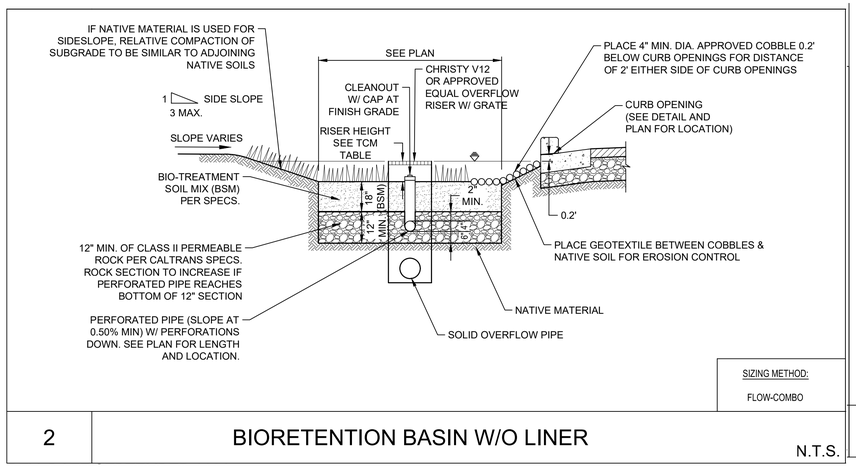


1 BIORETENTION BASIN W/O LINER N.T.S.

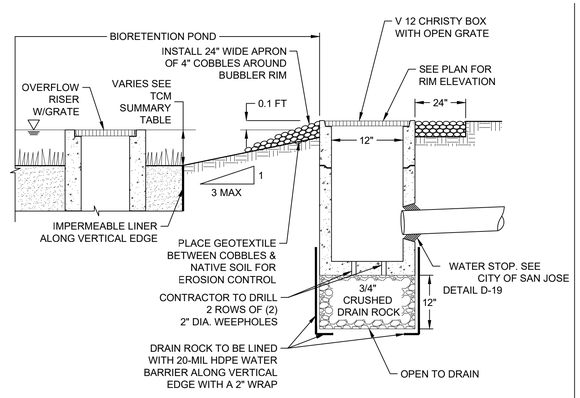
TREATMENT CONTROL MEASURE SUMMARY TABLE

DMA #	TCM #	Location[1]	Treatment Type[2]	LID or Non-LID	Sizing Method	Drainage Area (s.f.)	Impervious Area[4] (s.f.)	Pervious Area (Other) (s.f.)	% Onsite / Offsite Area Treated by LID or Non-LID TCM	Bioretention			Comments
										Bioretention Area Required (s.f.)	Bioretention Area Provided (s.f.)	Overflow Riser Height (in)	
1	1	Onsite	Bioretention unlined w/ underdrain	LID	2C. Flow: 4% Method **	9,080	6,658	2,422	18.18%	266	347	6	Bioretention Basin W/O Liner. Sized per 4% method. See Detail 1 on sheet 5.1.
2	2	Onsite	Bioretention unlined w/ underdrain	LID	3. Flow-Volume Combo	4,412	4,031	381	8.83%	124	126	6	Bioretention Basin W/O Liner Sized per Flow-Combo method. See Detail 2 on sheet 5.1.
3	3	Onsite	Bioretention unlined w/ underdrain	LID	3. Flow-Volume Combo	6,826	6,391	435	13.67%	192	200	6	Bioretention Basin W/O Liner Sized per Flow-Combo method. See Detail 2 on sheet 5.1.
4	4	Onsite	Bioretention unlined w/ underdrain	LID	3. Flow-Volume Combo	6,977	6,267	710	13.97%	195	217	6	Bioretention Basin W/O Liner Sized per Flow-Combo method. See Detail 2 on sheet 5.1.
5	5	Onsite	Bioretention unlined w/ underdrain	LID	2C. Flow: 4% Method **	9,942	7,657	2,285	19.91%	306	347	6	Bioretention Basin W/O Liner. Sized per 4% method. See Detail 1 on sheet 5.1.
6	6	Offsite	Flow-Through Planter (concrete-lined) w/ underdrain	LID	2C. Flow: 4% Method **	8,038	6,887	1,151	16.09%	275	302	6	Flow-Through Planter (Below Grade). See Detail 6 on sheet 5.1.
7	7	Offsite	Flow-Through Planter (concrete-lined) w/ underdrain	LID	2C. Flow: 4% Method **	4,668	4,123	545	9.35%	165	175	6	Flow-Through Planter (Below Grade). See Detail 6 on sheet 5.1.
					Totals:	49,943	42,014	7,929	100.00%				

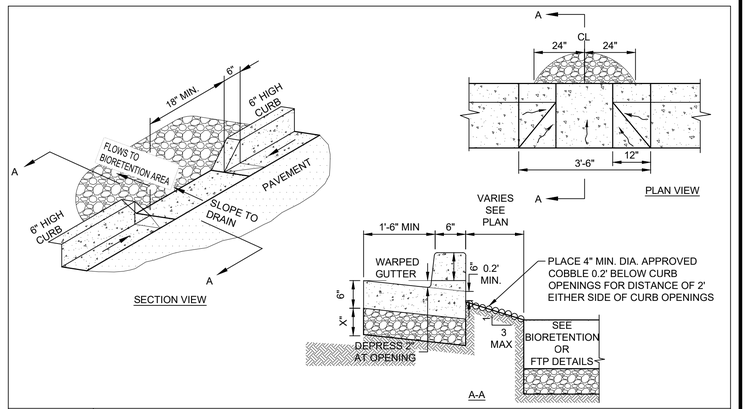
Footnotes:
1 Per the Municipal Regional Stormwater Permit, sidewalks and other parts of the right-of-way should be included in the new and/or replaced impervious surface calculation and treated as required
2 "Lined" refers to an impermeable liner placed on the bottom of a Bioretention basin or a concrete Flow-Through Planter, such that no infiltration into native soil occurs.
3 Sizing for Bioretention Area Required calculated using the 4% Method (Impervious Area x 0.04)
4 Gravel is considered as an impervious surface unless it is part of an infiltration trench.



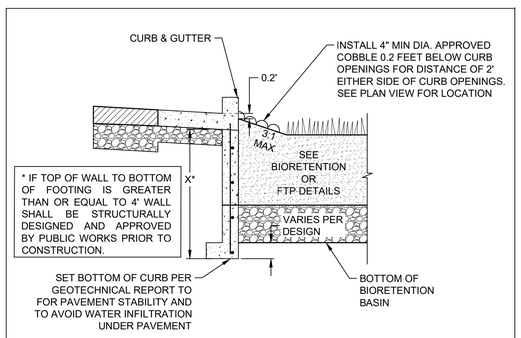
2 BIORETENTION BASIN W/O LINER N.T.S.



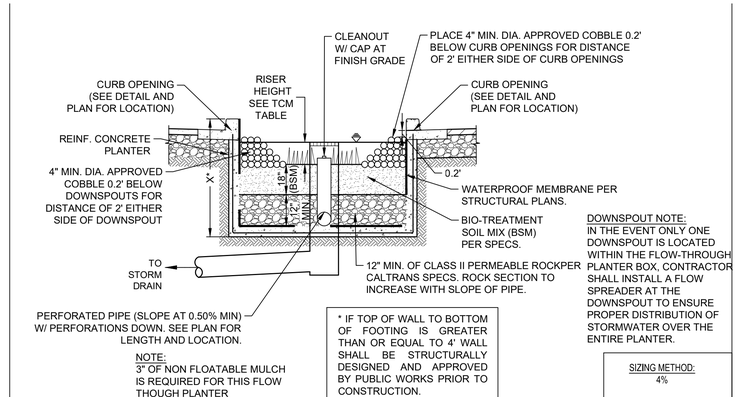
3 BUBBLER BOX DETAIL N.T.S.



4 CURB OPENING N.T.S.



5 CURB ADJACENT TO BIORETENTION N.T.S.



6 FLOW-THROUGH PLANTER (BELOW GRADE) N.T.S.

BIOTREATMENT SOIL REQUIREMENTS

- BIORETENTION SOIL MIX SHALL MEET THE REQUIREMENTS AS OUTLINED IN APPENDIX C OF THE C.3 STORM WATER HANDBOOK AND SHALL BE A MIXTURE OF FINE SAND AND COMPOST MEASURED ON A VOLUME BASIS OF 60-70% SAND AND 30-40% COMPOST. CONTRACTOR TO REFER TO APPENDIX C FOR SAND AND COMPOST MATERIAL SPECIFICATIONS. CONTRACTOR MAY OBTAIN A COPY OF THE C3 HANDBOOK AT : HTTPS://CLEANWATER.SCCGOV.ORG/SITES/G/FILES/EXJCPB461/FILES/SCVURPP_C.PDF
- PRIOR TO ORDERING THE BIOTREATMENT SOIL MIX OR DELIVERY TO THE PROJECT SITE, CONTRACTOR SHALL PROVIDE A BIOTREATMENT SOIL MIX SPECIFICATION CHECKLIST, COMPLETED BY THE SOIL MIX SUPPLIER AND CERTIFIED TESTING LAB.

SOURCE CONTROL MEASURES:

1. CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
   a. COVERED TRASH/ RECYCLING ENCLOSURES.
   b. WASH AREA/ RACKS.
2. BENEFICIAL LANDSCAPING.
3. USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
4. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
5. STORM DRAIN LABELING.

BIORETENTION & FLOW-THROUGH PLANTER NOTES:

1. SEE GRADING PLAN FOR BASIN FOOTPRINT AND DESIGN ELEVATIONS.
2. PLACE 3 INCHES OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS.
3. SEE LANDSCAPE PLAN FOR MULCH, PLANT MATERIALS AND IRRIGATION REQUIREMENTS
4. CURB CUTS SHALL BE A MINIMUM 18" WIDE AND SPACED AT MAXIMUM 10' O.C. INTERVALS AND SLOPED TO DIRECT STORMWATER TO DRAIN INTO THE BASIN. CURB CUTS SHALL ALSO NOT BE PLACED INLINE WITH OVERFLOW CATCH BASIN. SEE GRADING PLAN FOR MORE DETAIL ON LOCATIONS OF CURB CUTS.
5. A MINIMUM 0.2' DROP BETWEEN STORM WATER ENTRY POINT (I.E. CURB OPENING, FLUSH CURB, ETC.) AND ADJACENT LANDSCAPE FINISHED GRADE.
6. DO NOT COMPACT NATIVE SOIL / SUBGRADE AT BOTTOM OF BASIN. LOOSEN SOIL TO 12" DEPTH.

SITE DESIGN MEASURES:

1. PROTECT EXISTING TREES, VEGETATION, AND SOIL.
2. CREATE NEW PERVIOUS AREAS:
   a. LANDSCAPING
3. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
4. REDUCE EXISTING IMPERVIOUS SURFACES
5. PLANT TREES ADJACENT TO AND IN PARKING AREAS AND ADJACENT TO OTHER IMPERVIOUS AREAS.
6. PARKING:
   a. NOT PROVIDED IN EXCESS OF CODE.

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STORMWATER CONTROL PLAN NOTES & DETAILS

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SIZING FOR VOLUME BASED TREATMENT

DMA # 2
A= 4,412 s.f.
Impervious Area = 4,031 s.f. **% Imperviousness= 91.36%**

MAPsite = 14.3 Correction Factor= 1.02878
MAPgage = 13.9

Clay (D): X Sandy Clay (D): Clay Loam (D):

Silt Loam/Loam (B): Not Applicable (100% Impervious):

Are the soils outside the building footprint graded/compacted? No Yes/No

If yes, and the soil will be compacted during site preparation and grading, the soil infiltration rate will be decreased. Modify your answer to a soil with a lower infiltration rate (eg. Silt Loam to Clay)
Modified Soil Type:

S= 1.00%

UBS Volume for 1% Slope (UBS1%) = 0.55022983 inches (Use Figure B-2)
UBS Volume for 15% Slope (UBS15%) = 0.57409338 inches (Use Figure B-5)

UBS Volume for X% Slope (UBSX%) = 0.55022983 inches (Corrected Slope for the site)

Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)

Adjusted UBS = 0.56606378 inches

Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12 inch

Design Volume = 208.12 ft^3

COMBO FLOW & VOLUME BIORETENTION CALCULATION

Total Drainage Area = 4,412 sq. ft
Impervious Area = 4,031 sq. ft
Pervious Area = 381 sq. ft
Equivalent Impervious Area = 38 sq. ft Total Equivalent Impervious = **4,069** sq. ft

Rainfall Intensity = 0.2 in/hr
Duration = Adjusted UBS (Step 6) / Rainfall Intensity
Duration = 2.8303189 hrs

Estimate the Surface Area = 124 sq. ft (Typically start with Total Impervious x 0.03)
Volume of Treated Runoff = 146.233143 cu. ft
Volume in Ponding Area = 61.8896399 cu. ft
Depth of Ponding = 0.49911 ft Depth of Ponding = 6 inches (Round up)

If Depth of Ponding is less than 6" the design can be optimized with a smaller surface area. (repeat)
If Depth of Ponding is greater than 12" a larger surface area will be required. (repeat)
If Depth of Ponding is between 6" to 12" this is the range allowable for Bioretention or Flow-Through Planters.

SIZING FOR VOLUME BASED TREATMENT

DMA # 3
A= 6,826 s.f.
Impervious Area = 6,391 s.f. **% Imperviousness= 93.63%**

MAPsite = 14.3 Correction Factor= 1.02878
MAPgage = 13.9

Clay (D): X Sandy Clay (D): Clay Loam (D):

Silt Loam/Loam (B): Not Applicable (100% Impervious):

Are the soils outside the building footprint graded/compacted? No Yes/No

If yes, and the soil will be compacted during site preparation and grading, the soil infiltration rate will be decreased. Modify your answer to a soil with a lower infiltration rate (eg. Silt Loam to Clay)
Modified Soil Type:

S= 1.00%

UBS Volume for 1% Slope (UBS1%) = 0.55724465 inches (Use Figure B-2)
UBS Volume for 15% Slope (UBS15%) = 0.58088192 inches (Use Figure B-5)

UBS Volume for X% Slope (UBSX%) = 0.55724465 inches (Corrected Slope for the site)

Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)

Adjusted UBS = 0.57328047 inches

Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12 inch

Design Volume = 326.10 ft^3

COMBO FLOW & VOLUME BIORETENTION CALCULATION

Total Drainage Area = 6,826 sq. ft
Impervious Area = 6,391 sq. ft
Pervious Area = 435 sq. ft
Equivalent Impervious Area = 44 sq. ft Total Equivalent Impervious = **6,435** sq. ft

Rainfall Intensity = 0.2 in/hr
Duration = Adjusted UBS (Step 6) / Rainfall Intensity
Duration = 2.86640235 hrs

Estimate the Surface Area = 192 sq. ft (Typically start with Total Impervious x 0.03)
Volume of Treated Runoff = 229.312188 cu. ft
Volume in Ponding Area = 96.7888527 cu. ft
Depth of Ponding = 0.50410861 ft Depth of Ponding = 6 inches (Round up)

If Depth of Ponding is less than 6" the design can be optimized with a smaller surface area. (repeat)
If Depth of Ponding is greater than 12" a larger surface area will be required. (repeat)
If Depth of Ponding is between 6" to 12" this is the range allowable for Bioretention or Flow-Through Planters.

SIZING FOR VOLUME BASED TREATMENT

DMA # 4
A= 6,977 s.f.
Impervious Area = 6,267 s.f. **% Imperviousness= 89.82%**

MAPsite = 14.3 Correction Factor= 1.0288
MAPgage = 13.9

Clay (D): X Sandy Clay (D): Clay Loam (D):

Silt Loam/Loam (B): Not Applicable (100% Impervious):

Are the soils outside the building footprint graded/compacted? No Yes/No

If yes, and the soil will be compacted during site preparation and grading, the soil infiltration rate will be decreased. Modify your answer to a soil with a lower infiltration rate (eg. Silt Loam to Clay)
Modified Soil Type:

S= 1.00%

UBS Volume for 1% Slope (UBS1%) = 0.54545349 inches (Use Figure B-2)
UBS Volume for 15% Slope (UBS15%) = 0.56947112 inches (Use Figure B-5)

UBS Volume for X% Slope (UBSX%) = 0.54545349 inches (Corrected Slope for the site)

Adjusted UBS = Correction Factor (Step 2) x UBSx% (Step 5)

Adjusted UBS = 0.56115 inches

Design Volume = Adjusted UBS (Step 6) x Drainage Area (Step 1) x 1ft/12 inch

Design Volume = 326.26 ft^3

COMBO FLOW & VOLUME BIORETENTION CALCULATION

Total Drainage Area = 6,977 sq. ft
Impervious Area = 6,267 sq. ft
Pervious Area = 710 sq. ft
Equivalent Impervious Area = 71 sq. ft Total Equivalent Impervious = **6,338** sq. ft

Rainfall Intensity = 0.2 in/hr
Duration = Adjusted UBS (Step 6) / Rainfall Intensity
Duration = 2.80575 hrs

Estimate the Surface Area = 195 sq. ft (Typically start with Total Impervious x 0.03)
Volume of Treated Runoff = 227.96718 cu. ft
Volume in Ponding Area = 98.294774 cu. ft
Depth of Ponding = 0.5040758 ft Depth of Ponding = 6 inches (Round up)

If Depth of Ponding is less than 6" the design can be optimized with a smaller surface area. (repeat)
If Depth of Ponding is greater than 12" a larger surface area will be required. (repeat)
If Depth of Ponding is between 6" to 12" this is the range allowable for Bioretention or Flow-Through Planters.

TABLE 1
ROUTINE MAINTENANCE ACTIVITIES FOR BIORETENTION AREAS

NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	REMOVE OBSTRUCTIONS, WEEDS, DEBRIS AND TRASH FROM BIORETENTION AREA AND ITS INLETS AND OUTLETS; AND DISPOSE OF PROPERLY.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS
2	INSPECT BIORETENTION AREA FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WITHIN 2-3 DAYS, TILL AND REPLACE THE SURFACE BIOTREATMENT SOIL WITH THE APPROVED SOIL MIX AND REPLANT.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS
3	CHECK UNDERDRAINS FOR CLOGGING. USE THE CLEANOUT RISER TO CLEAN ANY CLOGGED UNDERDRAINS.	QUARTERLY, OR AS NEEDED AFTER STORM EVENTS
4	MAINTAIN THE IRRIGATION SYSTEM AND ENSURE THAT PLANTS ARE RECEIVING THE CORRECT AMOUNT OF WATER (IF APPLICABLE).	QUARTERLY
5	ENSURE THAT THE VEGETATION IS HEALTHY AND DENSE ENOUGH TO PROVIDE FILTERING AND PROTECT SOILS FROM EROSION. PRUNE AND WEED THE BIORETENTION AREA. REMOVE AND/OR REPLACE ANY DEAD PLANTS.	ANNUALLY, BEFORE THE WET SEASON BEGINS
6	USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, ESPECIALLY IF THE SYSTEM USES AN UNDERDRAIN.	ANNUALLY, BEFORE THE WET SEASON BEGINS
7	CHECK THAT MULCH IS AT APPROPRIATE DEPTH (2 - 3 INCHES PER SOIL SPECIFICATIONS) AND REPLENISH AS NECESSARY BEFORE WET SEASON BEGINS. IT IS RECOMMENDED THAT 2" – 3" OF ARBOR MULCH BE REAPPLIED EVERY YEAR.	ANNUALLY, BEFORE THE WET SEASON BEGINS
8	INSPECT THE ENERGY DISSIPATION AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ACCUMULATED SEDIMENT.	ANNUALLY, BEFORE THE WET SEASON BEGINS
9	INSPECT OVERFLOW PIPE TO ENSURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE DAMAGED PIPING.	ANNUALLY, BEFORE THE WET SEASON BEGINS
10	REPLACE BIOTREATMENT SOIL AND MULCH, IF NEEDED. CHECK FOR STANDING WATER, STRUCTURAL FAILURE AND CLOGGED OVERFLOWS. REMOVE TRASH AND DEBRIS. REPLACE DEAD PLANTS.	————
11	INSPECT BIORETENTION AREA USING THE ATTACHED INSPECTION CHECKLIST.	ANNUALLY, BEFORE THE WET SEASON

TABLE 1
ROUTINE MAINTENANCE ACTIVITIES FOR FLOW-THROUGH PLANTERS

NO.	MAINTENANCE TASK	FREQUENCY OF TASK
1	INSPECT THE PLANTER SURFACE AREA, INLETS AND OUTLETS FOR OBSTRUCTIONS AND TRASH; CLEAR ANY OBSTRUCTIONS AND REMOVE TRASH.	QUARTERLY
2	INSPECT PLANTER FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WITHIN 2-3 DAYS, THE SURFACE BIOTREATMENT SOIL SHOULD BE TILLED OR REPLACED WITH THE APPROVED SOIL MIX AND REPLANTED. USE THE CLEANOUT RISER TO CLEAR ANY UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL.	QUARTERLY
3	CHECK FOR ERODED OR SETTLED BIOTREATMENT SOIL MEDIA. LEVEL SOIL WITH RAKE AND REMOVE/REPLANT VEGETATION AS NECESSARY.	QUARTERLY
4	MAINTAIN THE VEGETATION AND IRRIGATION SYSTEM. PRUNE AND WEED TO KEEP FLOW-THROUGH PLANTER NEAT AND ORDERLY IN APPEARANCE.	QUARTERLY
5	EVALUATE HEALTH AND DENSITY OF VEGETATION. REMOVE AND REPLACE ALL DEAD AND DISEASED VEGETATION. REMOVE EXCESSIVE GROWTH OF PLANTS THAT ARE TOO CLOSE TOGETHER.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
6	USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, ESPECIALLY IF THE SYSTEM USES AN UNDERDRAIN.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
7	INSPECT THE OVERFLOW PIPE TO MAKE SURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE ANY DAMAGED OR DISCONNECTED PIPING. USE THE CLEANOUT RISER TO CLEAR UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
8	INSPECT THE ENERGY DISSIPATOR AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ANY ACCUMULATION OF SEDIMENT.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
9	INSPECT AND, IF NEEDED, REPLACE WOOD MULCH. IT IS RECOMMENDED THAT 2" TO 3" OF COMPOSTED ARBOR MULCH BE APPLIED ONCE A YEAR.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
10	INSPECT SYSTEM FOR EROSION OF BIOTREATMENT SOIL MEDIA, LOSS OF MULCH, STANDING WATER, CLOGGED OVERFLOWS, WEEDS, TRASH AND DEAD PLANTS. IF USING ROCK MULCH, CHECK FOR 3" OF COVERAGE.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS,
11	INSPECT SYSTEM FOR STRUCTURAL INTEGRITY OF WALLS, FLOW SPREADERS, ENERGY DISSIPATORS, CURB CUTS, OUTLETS AND FLOW SPLITTERS.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS,

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15 COTTLE ROAD
15 COTTLE ROAD SAN JOSE
CONDITIONAL USE PERMIT
CP24-001

NO	DATE	DESCRIPTION
1	1/28/2025	PLANNING PC COMMENT RESPONSE
2	10/11/2024	PLANNING PC COMMENT RESPONSE
3	6/21/2024	PLANNING PC COMMENT RESPONSE
4	3/15/2024	PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900SW.DWG
DESIGNED BY:	MKD
DRAWN BY:	MKD
CHECKED BY:	RH
DATE:	NOV. 20, 2023
SCALE:	NOT TO SCALE

STORMWATER CONTROL CALCULATIONS

5.2
OF 28

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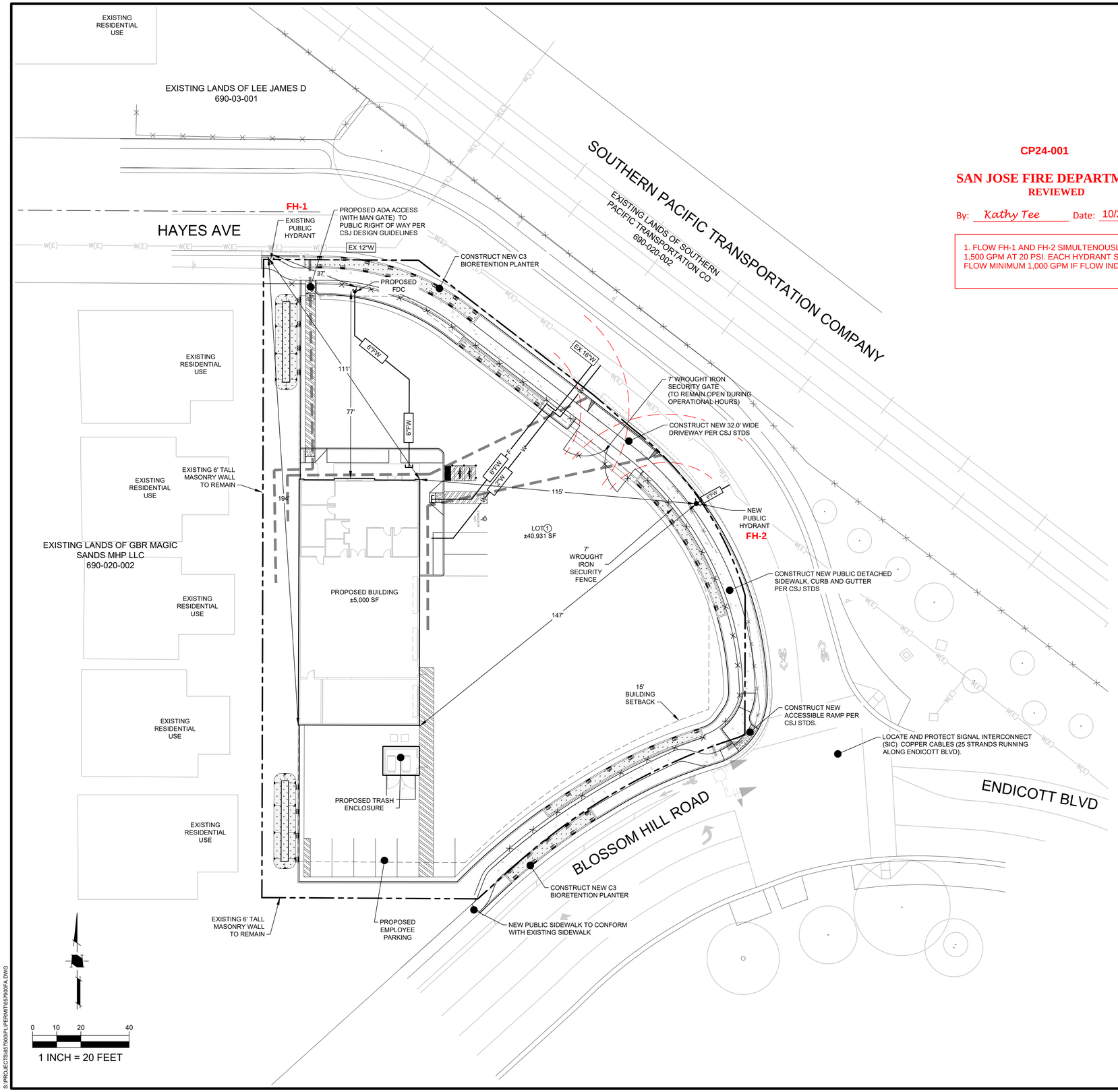

LEGEND

- PROJECT BOUNDARY
- PROPOSED BUILDING
- 150' HOSE PULL
- EXISTING WATER LINE — W(E) — EX 6"W — W(E)
- FIRE DEPARTMENT LINE (PROPOSED) — 6"FW
- FIRE HYDRANT (E)
- FIRE DEPARTMENT CONNECT (P)
- 30'/50' TURNING RADIUS

CP24-001

SAN JOSE FIRE DEPARTMENT
REVIEWED

By: Kathy Tee Date: 10/23/2024

1. FLOW FH-1 AND FH-2 SIMULTENOUSLY FOR 1,500 GPM AT 20 PSI. EACH HYDRANT SHALL FLOW MINIMUM 1,000 GPM IF FLOW INDIVIDUALLY.

San José Fire Department
Office of the Fire Marshal

San Jose Fire Flow and Hydrant Policy

Effective Date: January 1, 2020

2019 CFC Section 507.5.1 – Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 400 feet (122 m) from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official. *Exception: For Group R-3 and Group U occupancies, equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2, or 903.3.1.3, the distance requirement shall be not more than 600 feet (183 m).*
SJ Muni Code 17.12 Part 13 – Adopts 2019 CFC Appendix B and Appendix C with modifications represented below.
NOTE- Mixed Construction Fire Flow is to be determined as directed by State Fire Marshal Code Interpretation #11-015 published 12/19/2011.

Building Area (square feet)					Fire Flow (gpm) [a] and Duration				Required Number and Spacing of Fire Hydrants [e]		
Type IA and IB[d]	Type IIA and IIIA[d]	Type IV and VA[d]	Type IIB and IIIB[d]	Type VB[d]	Light Hazard Occ.[c]	Ordinary Hazard Groups 1 and 2 Occ.[c]	<NS> or Extra Hazard Groups 1 and 2 Occ.[c]	Flow Duration (hours)[f]	Min. # of Hydrants	Average Spacing between Hydrants (feet)[g][h]	Max. Distance from Any Point on Street or Road Frontage to a Hydrant (feet)[g]
0-22,700	0-12,700	0-8,200	0-5,900	0-3,600	1,500	1,500	1,500	2	1	500	250
22,701-30,200	12,701-17,000	8,201-10,900	5,901-7,900	3,601-4,800	1,500	1,500	1,750	2	1	500	250
30,201-38,700	17,001-21,800	10,901-12,900	7,901-9,800	4,801-6,200	1,500	1,500	2,000	2	2	450	225
38,701-48,300	21,801-24,200	12,901-17,400	9,801-12,600	6,201-7,700	1,500	1,688	2,250	2	2	450	225
48,301-59,000	24,201-32,200	17,401-21,300	12,601-15,400	7,701-9,400	1,500	1,875	2,500	2	3	450	225
59,001-70,900	32,201-39,700	21,301-25,500	15,401-18,400	9,401-11,300	1,500	2,063	2,750	2	3	450	225
70,901-83,700	39,701-47,100	25,501-30,100	18,401-21,800	11,301-13,400	1,500	2,250	3,000	2	3	400	225
83,701-97,700	47,101-54,900	30,101-35,200	21,801-25,900	13,401-15,600	1,625	2,438	3,250	2	3	400	220
97,701-112,700	54,901-63,400	35,201-40,600	25,901-29,200	15,601-18,000	1,750	2,625	3,500	2	4	350	210
112,701-128,700	63,401-72,400	40,601-46,400	29,301-33,500	18,001-20,600	1,875	2,813	3,750	2	4	350	210
128,701-145,800	72,401-82,100	46,401-52,500	33,501-37,900	20,601-23,300	2,000	3,000	4,000	2	4	350	210
145,801-164,200	82,101-92,400	52,501-59,100	37,901-42,700	23,301-26,300	2,150	3,188	4,250	2	5	300	195
164,201-183,400	92,401-103,100	59,101-66,000	42,701-47,700	26,301-29,400	2,250	3,375	4,500	2	5	300	180
183,401-303,700	103,101-114,600	66,001-73,300	47,701-53,000	29,301-32,600	2,375	3,563	4,750	2	5	300	180
303,701-225,200	114,601-126,700	73,301-81,100	53,001-58,600	32,601-36,000	2,500	3,750	5,000	2	5	300	180
225,201-347,700	126,701-139,400	81,101-89,200	58,601-65,400	36,001-39,600	2,625	3,938	5,250	2	6	300	180
347,701-271,200	139,401-152,600	89,201-97,700	65,401-70,600	39,601-43,400	2,750	4,125	5,500	2	6	300	180
271,201-295,400	152,601-166,300	97,701-106,300	70,601-77,000	43,401-47,400	2,875	4,313	5,750	2	6	250	150
295,301 Greater	166,301-Greater	106,301-115,800	77,001-83,700	47,401-51,500	3,000	4,500	6,000	2	6	250	150
–	–	115,801-125,100	83,701-90,600	51,501-55,700	3,125	4,688	6,250	2	7	250	150
–	–	125,101-135,600	90,601-97,900	55,701-60,200	3,250	4,875	6,500	2	7	250	150
–	–	135,601-145,800	97,901-105,400	60,201-64,900	3,375	5,063	6,750	2	7	250	150
–	–	145,801-156,700	105,401-113,200	64,901-69,600	3,500	5,250	7,000	2	7	250	150
–	–	156,701-167,900	113,201-121,200	69,601-74,600	3,625	5,438	7,250	2	8	200	120
–	–	167,901-179,400	121,201-129,600	74,601-79,800	3,750	5,625	7,500	2	8	200	120
–	–	179,401-191,400	129,601-138,300	79,801-85,100	3,875	5,813	7,750	2	8	200	120
–	–	191,401-Greater	138,301-Greater	85,101-Greater	4,000	6,000	8,000	2	8	200	120

Occ. = Occupancy Classification <NS> = Non-Sprinklered — **The applicant has the option to apply for a variance if these requirements cannot be met.**
* – Types of construction are based on the California Building Code.
+ – Types of Hazard are based on NFPA 13.
g – Measured at 20 psi residual pressure.
a – Reduce by 200 feet for dead-end streets or roads.
b – Where streets are provided with medians dividers that cannot be crossed by fire fighters pulling hose lines, or where arterial streets are provided with four or more traffic lanes and have a traffic count of more than 30,000 vehicles per day, hydrant spacing shall average 500 feet on each side of the street and be arranged on an alternating basis up to a fire-flow requirement of 7,000 gallons per minute and 400 feet for higher fire-flow requirements.
c – Where new water mains are extended along streets where hydrants are not needed for protection of structures or similar fire problems, fire hydrants shall be provided at spacing not to exceed 500 feet to provide for transportation hazards.
d – Reduce by 50 feet for dead-end streets or roads.
e – The fire code official is authorized to modify the location, number and distribution of fire hydrants based on site-specific constraints and hazards.
f – For one- and two- family dwellings, the minimum fire-flow and flow duration requirements for one- and two- family dwellings having a fire-flow calculation area that does not exceed 3,600 square feet shall be 1,000 gallons per minute for a duration of 1 hour.

Version Date: 8/3/22 — 200 East Santa Clara Street, San José, CA 95113 — Phone: (408) 535-7750 — www.sjfd.org

BUILDING INFORMATION:
- BUILDING CONSTRUCTION TYPE: V-B
- BUILDING SF: 5,128 SF (MEASURED TO EXTERIOR WALL)
- HAZARD CLASSIFICATION: LIGHT HAZARD
- OCCUPANCY GROUPS: B , S-1
- BUILDING HEIGHT: 25' - 6”

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15 COTTLE ROAD

15 COTTLE ROAD SAN JOSE
CONDITIONAL USE PERMIT
CP24-001

NO	DATE	DESCRIPTION
1	1/28/2025	PLANNING PC COMMENT RESPONSE
2	10/11/2024	PLANNING PC COMMENT RESPONSE
3	6/21/2024	PLANNING PC COMMENT RESPONSE
4	3/15/2024	PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900FA.DWG
DESIGNED BY:	OB
DRAWN BY:	OB
CHECKED BY:	RH
DATE:	NOV. 20, 2023
SCALE:	AS SHOWN

FIRE ACCESS PLAN

6.0
OF 28

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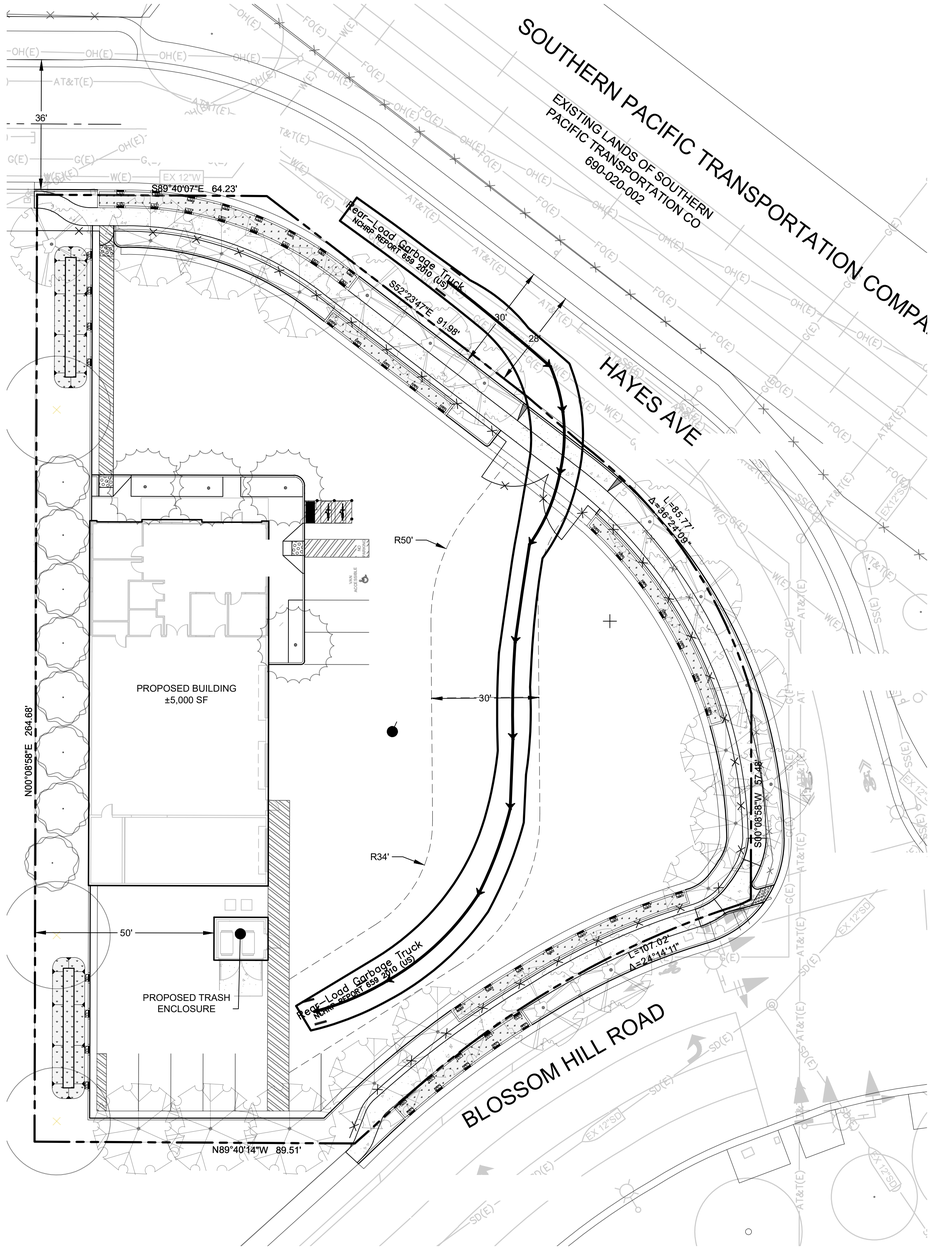
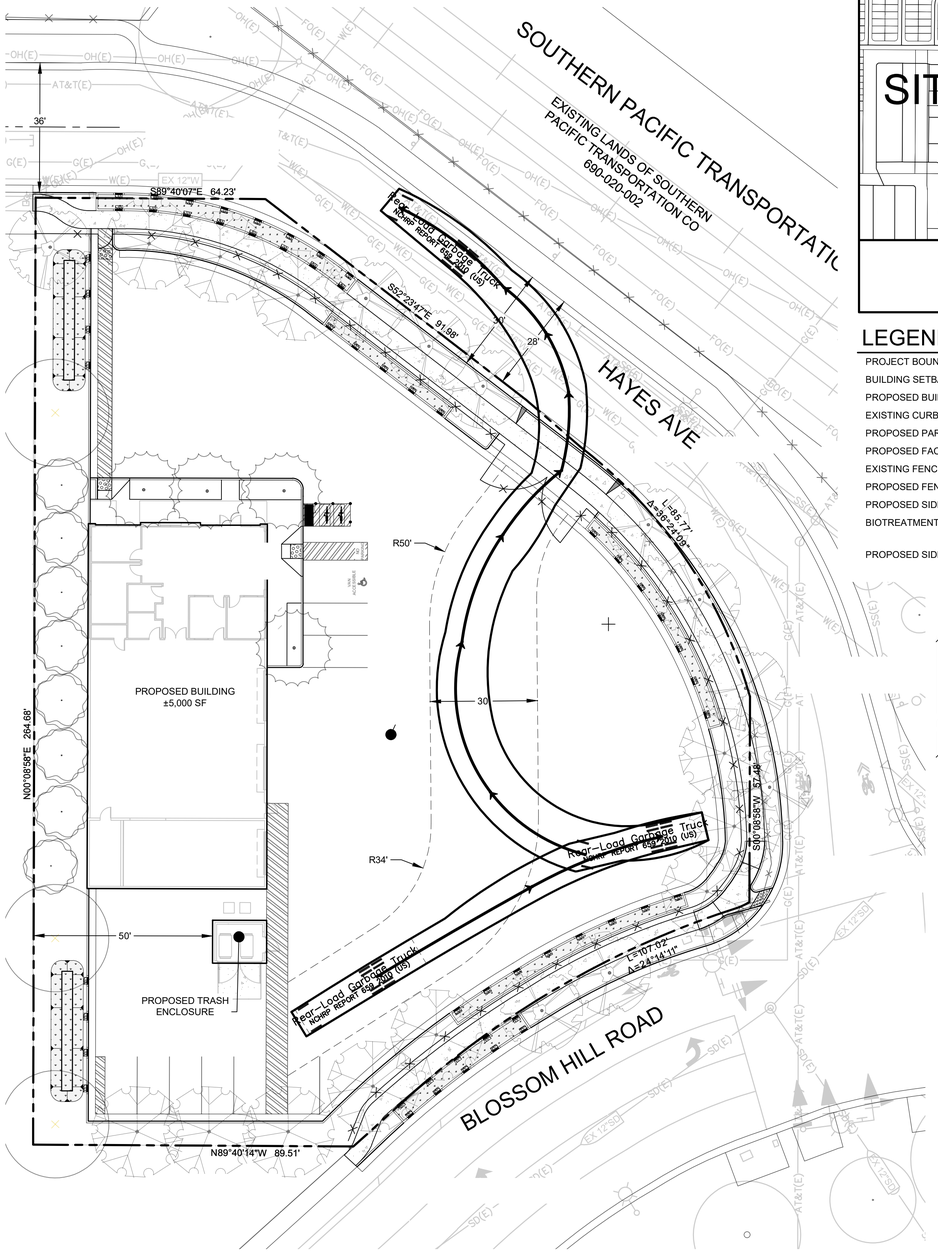
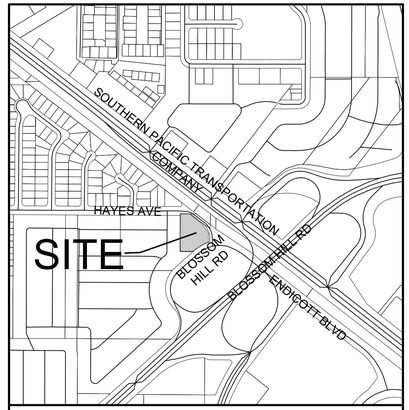


WASTE MANAGEMENT-SITE ACCESS IN



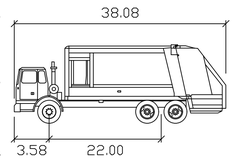
WASTE MANAGEMENT-SITE ACCESS OUT



VICINITY MAP
SCALE: 1" = 500'

LEGEND

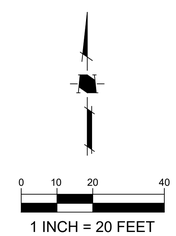
- PROJECT BOUNDARY
- BUILDING SETBACK
- PROPOSED BUILDING
- EXISTING CURB AND GUTTER
- PROPOSED PARKING
- PROPOSED FACE OF CURB
- EXISTING FENCE
- PROPOSED FENCE
- PROPOSED SIDEWALK EASEMENT
- BIOTREATMENT AREA
- PROPOSED SIDEWALK



Rear-Load Garbage Truck

feet

Width	: 8.00
Track	: 8.00
Lock to Lock Time	6.0
Steering Angle	: 27.4



1 INCH = 20 FEET

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REGISTERED PROFESSIONAL ENGINEER — No. 81168 — CIVIL — STATE OF CALIFORNIA

15 COTTLE ROAD
15 COTTLE ROAD SAN JOSE
CONDITIONAL USE PERMIT
CP24-001

NO	DATE	DESCRIPTION
1		
1	1/28/2025	PLANNING PC COMMENT RESPONSE
1	10/11/2024	PLANNING PC COMMENT RESPONSE
1	6/21/2024	PLANNING PC COMMENT RESPONSE
1	3/15/2024	PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900WM.DWG
DESIGNED BY:	MKD
DRAWN BY:	MKD
CHECKED BY:	RH
DATE:	NOV. 20, 2023
SCALE:	AS SHOWN

WASTE MANAGEMENT ACCESS PLAN

7.0

OF 28

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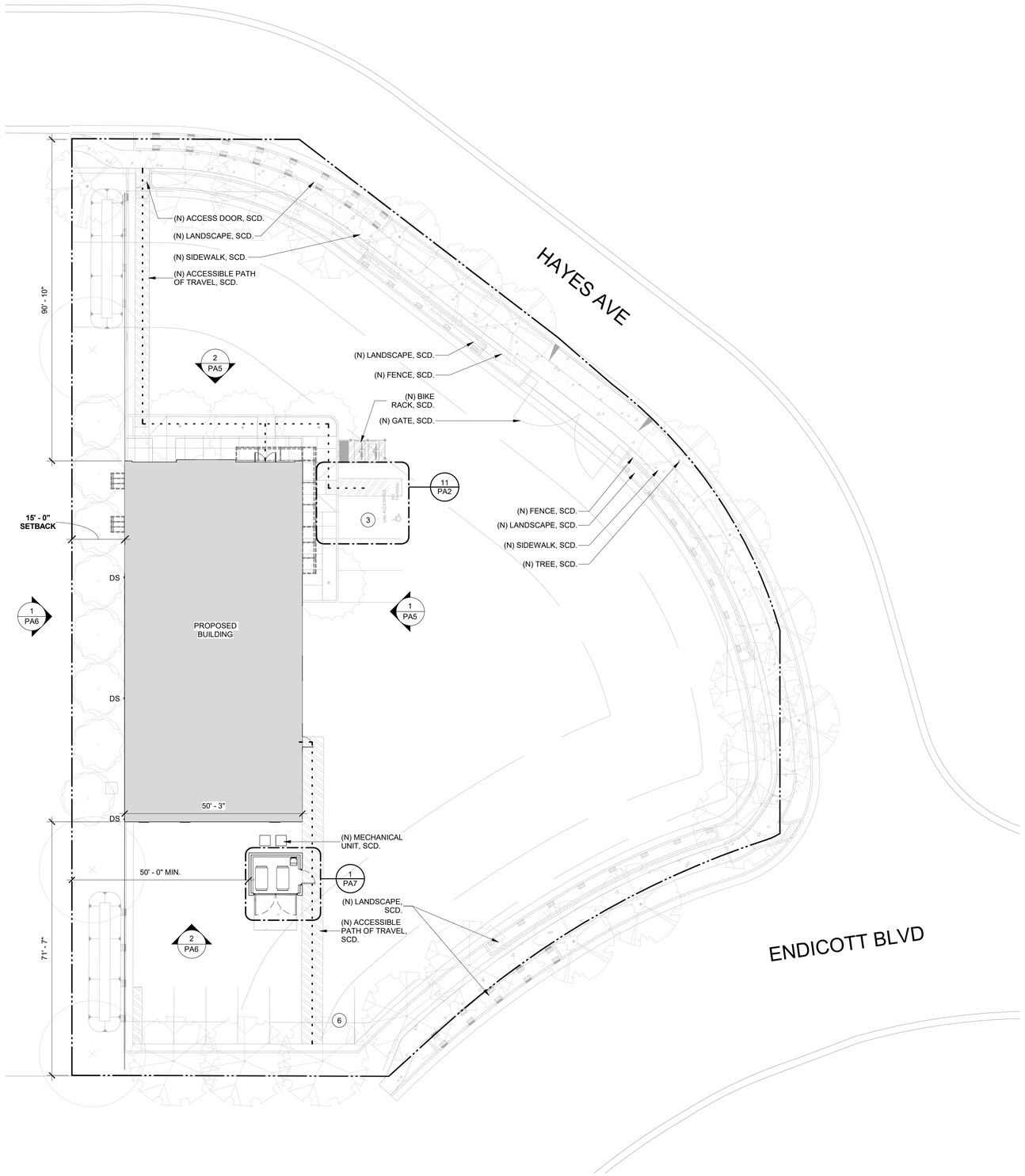

PROPOSED ARCHITECTURAL SITE PLAN 1

1/16" = 1'-0"

APPROVAL STAMPS

LEGEND

——·——·——	PROPERTY LINE
- - - - - - - - - - - -	ACCESSIBLE PATH OF TRAVEL: 48" MIN CLR. WIDTH, 5% MAX RUNNING SLOPE, AND 2% MIN CROSS SLOPE PER 2022 CBC 11B-403
(#)	PARKING TOTAL
DS	PROPOSED DOWNSPOUT

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15 COTTLE ROAD

15 COTTLE ROAD SAN JOSE

CONDITIONAL USE PERMIT

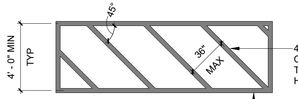
NO	DATE	DESCRIPTION

PROJECT NO:	23064
CAD DWG FILE:	657800BR.DWG
DESIGNED BY:	
DRAWN BY:	EK
CHECKED BY:	AE
DATE:	10/19/2023
SCALE:	

PROPOSED SITE PLAN

PA1

OF 28



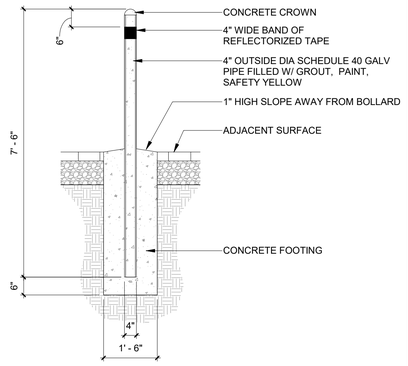
4" WIDE DIAGNOL STRIPING AT 3'-0" O.C. MAX., TWO COATS (TYP) COLOR TO BE WHITE OR BLUE REFLECTIVE HIGHWAY PAINT

PERIMETER 4" WIDE STRIPING, TWO COATS (TYP) COLOR TO BE BLUE REFLECTIVE HIGHWA PAINT

NOTE:
ALL PRIMARY AND CROSS SLOPE CONDITIONS SHALL COMPLY WITH ACCESSIBLE ROUTE TO TRAVEL CRITERIA PER STATE OF CA TITLE 24 ACCESSIBILITY STANDARDS

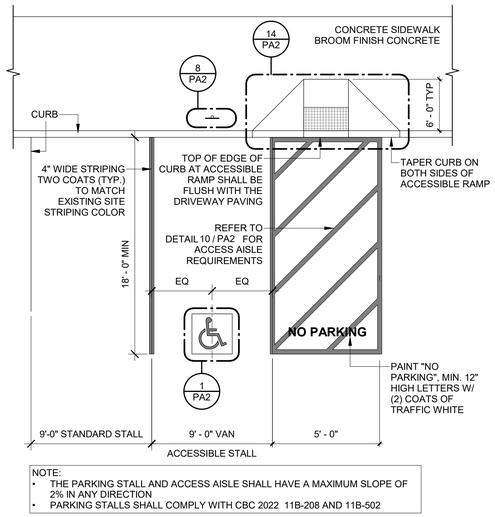
NOTE - ACCESS AISLE SHALL COMPLY WITH CBC 2019 REF. 11B-502.3

ADA PATH OF TRAVEL
NS 10



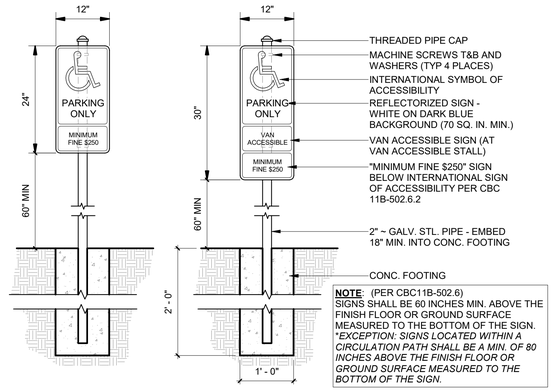
CONCRETE CROWN
4" WIDE BAND OF REFLECTORIZED TAPE
4" OUTSIDE DIA SCHEDULE 40 GALV PIPE FILLED W/ GROUT, PAINT, SAFETY YELLOW
1" HIGH SLOPE AWAY FROM BOLLARD
ADJACENT SURFACE
CONCRETE FOOTING

BOLLARD
1/2" = 1'-0" 15



NOTE:
- THE PARKING STALL AND ACCESS AISLE SHALL HAVE A MAXIMUM SLOPE OF 2% IN ANY DIRECTION
- PARKING STALLS SHALL COMPLY WITH CBC 2022 11B-208 AND 11B-502

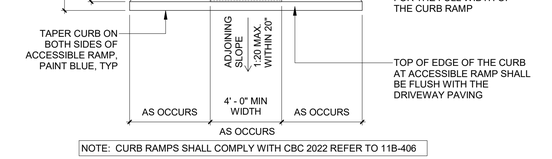
ACCESSIBLE PARKING STALLS
NS 11



THREADED PIPE CAP
MACHINE SCREWS T&B AND WASHERS (TYP 4 PLACES)
INTERNATIONAL SYMBOL OF ACCESSIBILITY
REFLECTORIZED SIGN - WHITE ON DARK BLUE BACKGROUND (70 SQ. IN. MIN.)
VAN ACCESSIBLE SIGN (AT VAN ACCESSIBLE STALL)
"MINIMUM FINE $250" SIGN BELOW INTERNATIONAL SIGN OF ACCESSIBILITY PER CBC 11B-502.6.2
2" ~ GALV. STL. PIPE - EMBED 18" MIN. INTO CONC. FOOTING
CONC. FOOTING

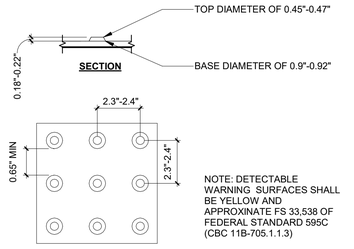
NOTE: (PER CBC11B-502.6)
SIGNS SHALL BE 60 INCHES MIN. ABOVE THE FINISH FLOOR OR GROUND SURFACE MEASURED TO THE BOTTOM OF THE SIGN.
"EXCEPTION: SIGNS LOCATED WITHIN A CIRCULATION PATH SHALL BE A MIN. OF 80 INCHES ABOVE THE FINISH FLOOR OR GROUND SURFACE MEASURED TO THE BOTTOM OF THE SIGN.

ACCESSIBLE PARKING SIGNAGE - POLE MOUNTED
3/4" = 1'-0" 8



NOTE: CURB RAMPS SHALL COMPLY WITH CBC 2022 REFER TO 11B-406

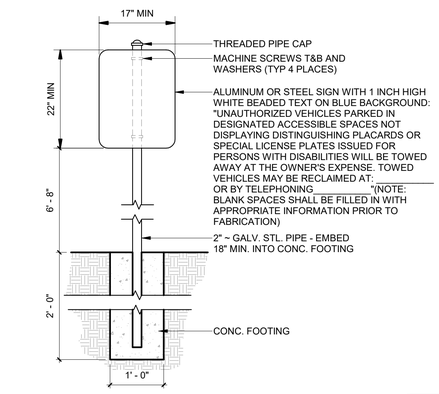
ACCESSIBLE PERPENDICULAR CURB RAMP
NS 14



NOTE: DETECTABLE WARNING SURFACES SHALL BE YELLOW AND APPROXINATE FS 33,538 OF FEDERAL STANDARD 595C (CBC 11B-705.1.1.3)

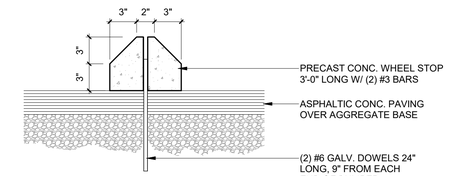
TRUNCATED DOME DETAILS
3" = 1'-0" 5

WHEEL STOP PLAN DETAIL
1" = 1'-0" 3



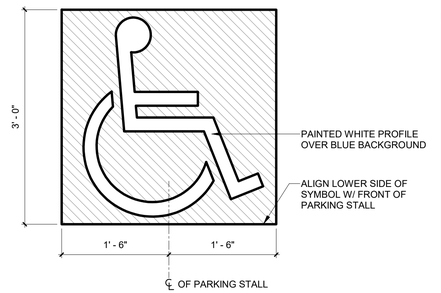
THREADED PIPE CAP
MACHINE SCREWS T&B AND WASHERS (TYP 4 PLACES)
ALUMINUM OR STEEL SIGN WITH 1 INCH HIGH WHITE BEADED TEXT ON BLUE BACKGROUND: "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR SPECIAL LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES WILL BE TOWED AWAY AT THE OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT:_____ OR BY TELEPHONING_____"(NOTE: BLANK SPACES SHALL BE FILLED IN WITH APPROPRIATE INFORMATION PRIOR TO FABRICATION)
2" ~ GALV. STL. PIPE - EMBED 18" MIN. INTO CONC. FOOTING
CONC. FOOTING

ENTRANCE ACCESSIBLE SIGNAGE
3/4" = 1'-0" 4



PRECAST CONC. WHEEL STOP 3'-0" LONG W/ (2) #3 BARS
ASPHALTIC CONC. PAVING OVER AGGREGATE BASE
(2) #6 GALV. DOWELS 24" LONG, 9" FROM EACH END OF BUMPER

WHEEL STOP SECTION DETAIL
1 1/2" = 1'-0" 2



PAINTED WHITE PROFILE OVER BLUE BACKGROUND
ALIGN LOWER SIDE OF SYMBOL W/ FRONT OF PARKING STALL

ACCESSIBLE SYMBOL
1" = 1'-0" 1

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15 COTTLE ROAD
15 COTTLE ROAD SAN JOSE
CONDITIONAL USE PERMIT

NO	DATE	DESCRIPTION
PROJECT NO:		23064
CAD DWG FILE:		657800BR.DWG
DESIGNED BY:		
DRAWN BY:		EE
CHECKED BY:		JE
DATE:		10/19/2023
SCALE:		
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SITE ACCESSIBILITY

PA2

OF 28

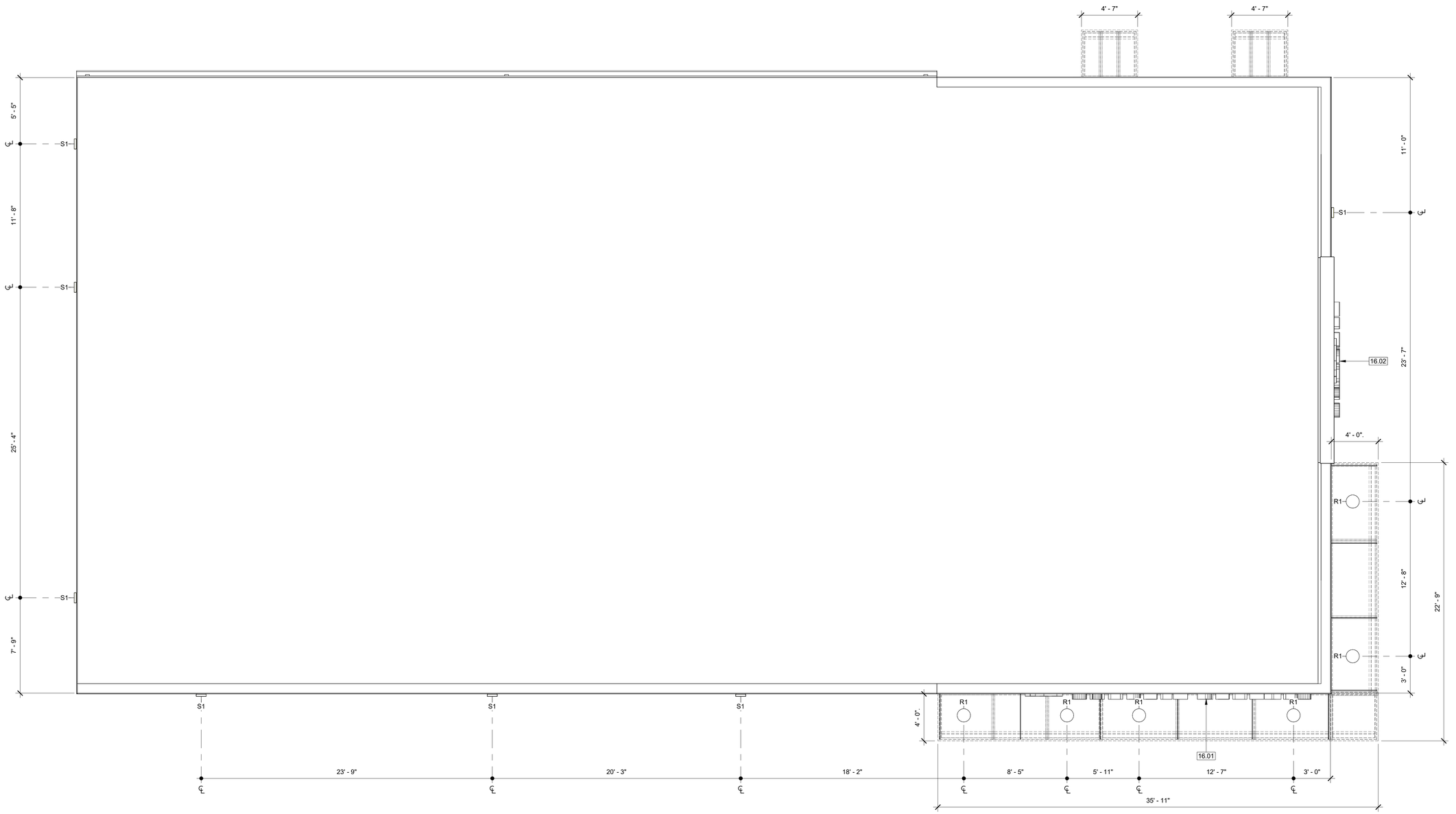
LIGHTING FIXTURE SCHEDULE

TYPE	MANUF.	DIFFUSER	LAMPS	MOUNTING	WATTS	REMARKS
R1	LITHONIA	OLCFM-15-WH	LED	RECESSED	16.6	SURFACE MOUNTED LED AND WET LABEL
S1	LITHONIA	TWR2-LED-1-50K-MVOLT-DDB	LED	WALL	69	0 DEGREE BALLAST, WALL PAK W/ GLASS REFLECTOR; CAST ALUM HOUSING 16'-0" AFF

APPROVAL STAMPS

KEYNOTES

16.01	SIGNAGE UNDER SEPARATE PERMIT OWNER FURNISHED SIGNAGE (GC TO COORDINATE AND PROVIDE ELEC. REQUIREMENTS & 3/4" EXT. FT PLYWOOD SHEATHING BEHIND PANELS @ SIGNAGE LOCATIONS)
16.02	SIGNAGE UNDER SEPARATE PERMIT, OWNER FURNISHED SIGNAGE (GC TO COORDINATE AND PROVIDE ELEC. REQUIREMENTS)



PROPOSED LIGHTING PLAN 1

1/4" = 1'-0"

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15 COTTLE ROAD SAN JOSE
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NO	DATE	DESCRIPTION

PROJECT NO:	23064
CAD DWG FILE:	657800BR.DWG
DESIGNED BY:	
DRAWN BY:	EK
CHECKED BY:	AE
DATE:	10/19/2023
SCALE:	

PROPOSED LIGHTING PLAN

PA3

OF 28

LEGEND

- EXISTING WALL
- NEW WALL , REFER TO WALL LEGEND TYPE
- EXISTING DOOR
- PROPOSED DOOR
- PROPOSED WINDOW / STOREFRONT

APPROVAL STAMPS

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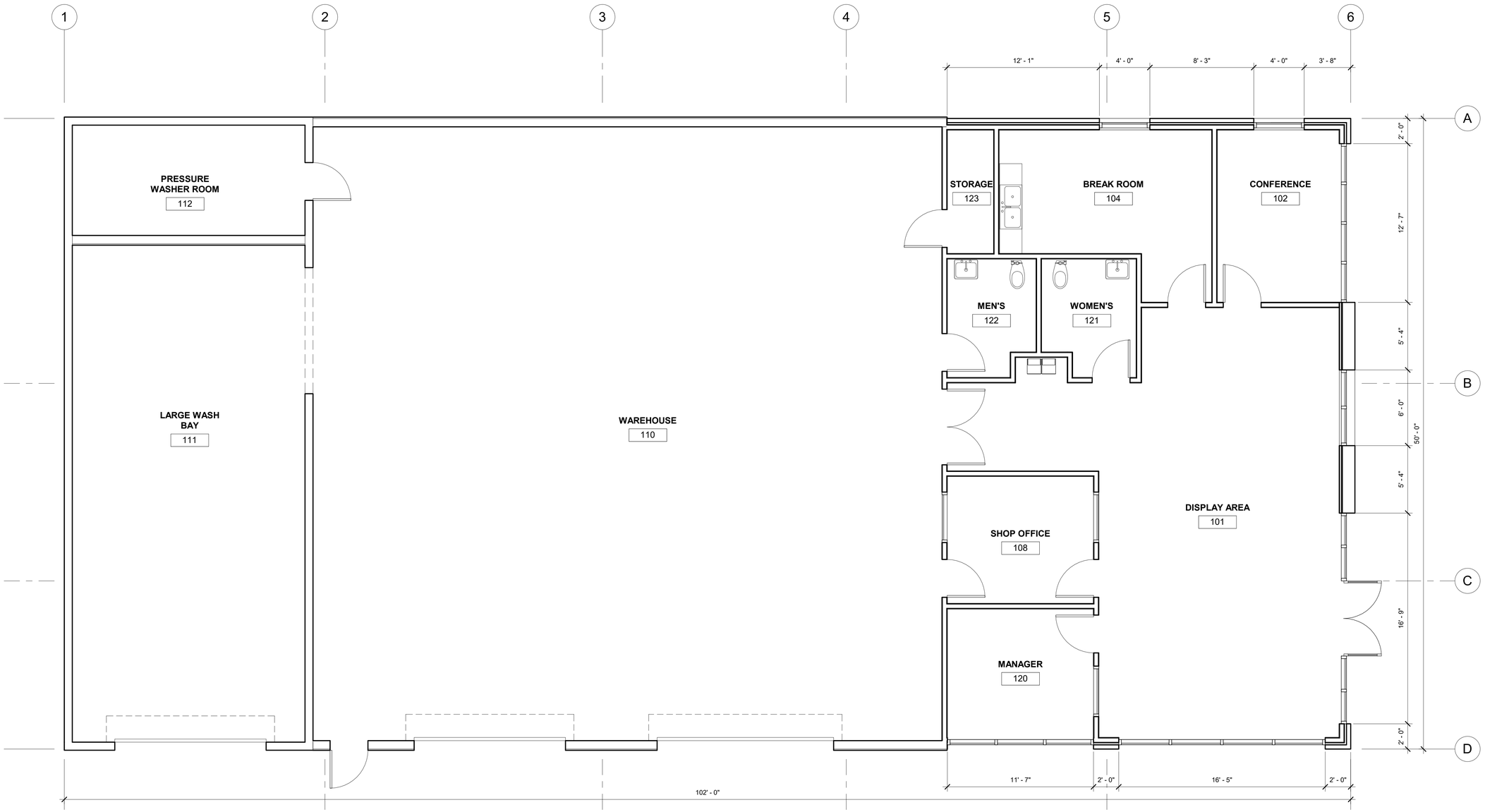

PROPOSED FLOOR PLAN 1
1/4" = 1'-0"

15 COTTLE ROAD
15 COTTLE ROAD SAN JOSE
CONDITIONAL USE PERMIT

NO	DATE	DESCRIPTION

PROJECT NO:	23064
CAD DWG FILE:	657800BR.DWG
DESIGNED BY:	
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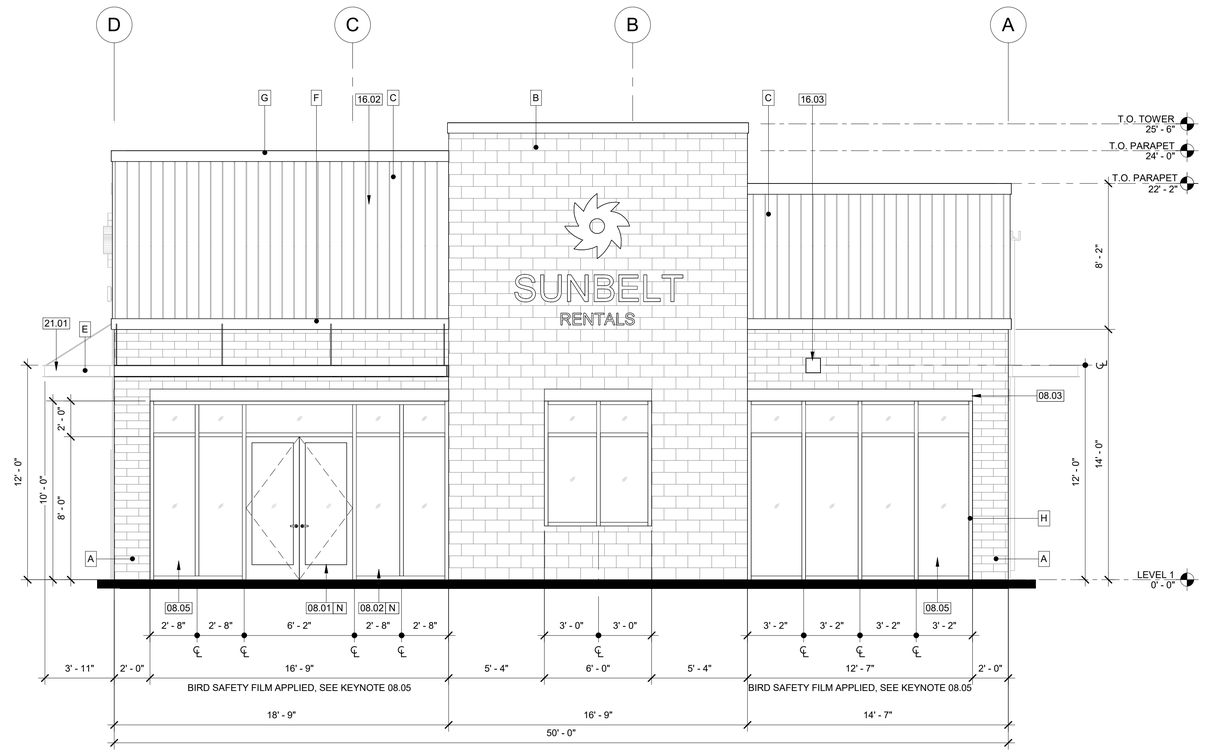
CHECKED BY:	AE
DATE:	10/19/2023
SCALE:	

PROPOSED FLOOR PLAN

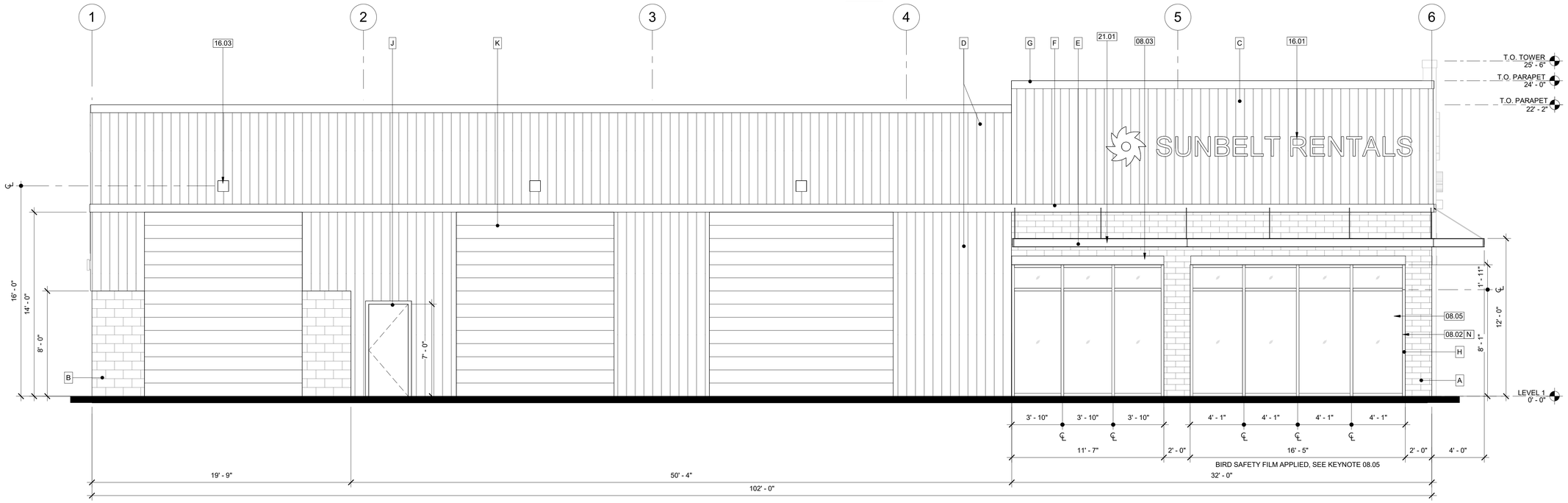
PA4

OF 28



PROPOSED NORTH ELEVATION 2

1/4" = 1'-0"



PROPOSED EAST ELEVATION 1

1/4" = 1'-0"

MATERIAL LEGEND

	A	**BRICK VENEER** COLOR: BROWN MANUFACTURER: TBD SIZE: (4 X 4 H X 16)
	B	**SPLIT FACE CMU VENEER W/ DRY BLOK ADDITIVE** COLOR: GRAY MANUFACTURER: TBD SIZE: (12 X 8 H X16)
	C	**STANDING SEAM METAL SIDING- ACCENT** COLOR: NA22-0019 / SUNBELT RENTALS GREEN MANUFACTURER: STO PRODUCT#: 648 STOCOLOR ACRYL PLUS
	D	**STANDING SEAM METAL SIDING- WAREHOUSE** COLOR: SW 7017 DORIAN GRAY MANUFACTURER: SHERWIN-WILLIAMS
	E	**CANOPY FASCIA** COLOR: WEB GRAY SW 7075 MANUFACTURER: SHERWIN-WILLIAMS
	F	**METAL WALL TRIM CAPS** COLOR: WEB GRAY SW 7075 MANUFACTURER: SHERWIN-WILLIAMS
	G	**METAL COPING** COLOR: WEB GRAY SW 7075 MANUFACTURER: SHERWIN-WILLIAMS
	H	**ALUMINUM STOREFRONT MULLION** COLOR: CLEAR ANODIZED MANUFACTURER: TBD SIZE: 4 1/2" X 2"
	I	**LOUVERED VENTS** COLOR: SW 7017 DORIAN GRAY MANUFACTURER: SHERWIN-WILLIAMS
	J	**HOLLOW METAL DOOR** COLOR: WEB GRAY SW 7075 MANUFACTURER: SHERWIN-WILLIAMS
	K	**OVERHEAD DOOR** COLOR: WEB GRAY SW 7075 MANUFACTURER: SHERWIN-WILLIAMS
	L	**PRE-FINISHED GALV. METAL GUTTER** COLOR: WEB GRAY SW 7075 MANUFACTURER: SHERWIN-WILLIAMS
	M	**PRE-FINISHED GALV. METAL DOWNSPOUT** COLOR: WEB GRAY SW 7075 MANUFACTURER: SHERWIN-WILLIAMS
	N	**CLEAR GLAZING** COLOR: CLR MANUFACTURER: TBD

APPROVAL STAMPS

LEGEND

X	EXTERIOR FINISH TAG, REFER TO MATERIAL LEGEND
	SHADED AREA

KEYNOTES

08.01	STOREFRONT DOOR, 1" CLEAR INSULATING GLASS (LOW "E" / TEMPER AS REQUIRED BY CODE), TYP.
08.02	STOREFRONT WINDOW SYSTEM, 1" CLEAR INSULATING GLASS (LOW "E" / TEMPER AS REQUIRED BY CODE), TYP.
08.03	8" PREFIN. CONC. LINTEL BEARING ON STL ANGLE LINTEL, TYP. AT WINDOWS.
08.05	BIRD SAFETY WINDOW FILM APPLIED ON AREAS OF GLAZING WITHIN 10 FEET OF A BUILDING CORNER; SOLYX SX-BSFD FROST DOT BIRD SAFETY FILM (NO MIRRORED GLASS OR GLAZING WITH REFLECTIVE INDEX ABOVE 20% ALLOWED), SEE LINK FOR DETAIL https://www.decorativefilm.com/sx-bsfd-frost-dot-bird-safety-film
16.01	SIGNAGE UNDER SEPARATE PERMIT OWNER FURNISHED SIGNAGE (GC TO COORDINATE AND PROVIDE ELEC. REQUIREMENTS & 3/4" EXT. FT PLYWOOD SHEATHING BEHIND PANELS @ SIGNAGE LOCATIONS)
16.02	SIGNAGE UNDER SEPARATE PERMIT, OWNER FURNISHED SIGNAGE (GC TO COORDINATE AND PROVIDE ELEC. REQUIREMENTS)
16.03	SURFACE MOUNTED EXTERIOR LIGHTING, TYP.
21.01	CANOPY, DARK GRAY METAL, TYP.

ARTICULATION

NORTH ARTICULATION %

TOTAL: 1,204 SF

A	154 SF	13%
B	372 SF	31%
C	268 SF	22%
N	335 SF	28%

EAST ARTICULATION %

TOTAL: 2,324 SF

A	212 SF	9%
C	282 SF	12%
D	849 SF	37%
J	25 SF	1%
K	532 SF	23%
N	280 SF	12%

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15 COTTLE ROAD
15 COTTLE ROAD SAN JOSE
CONDITIONAL USE PERMIT

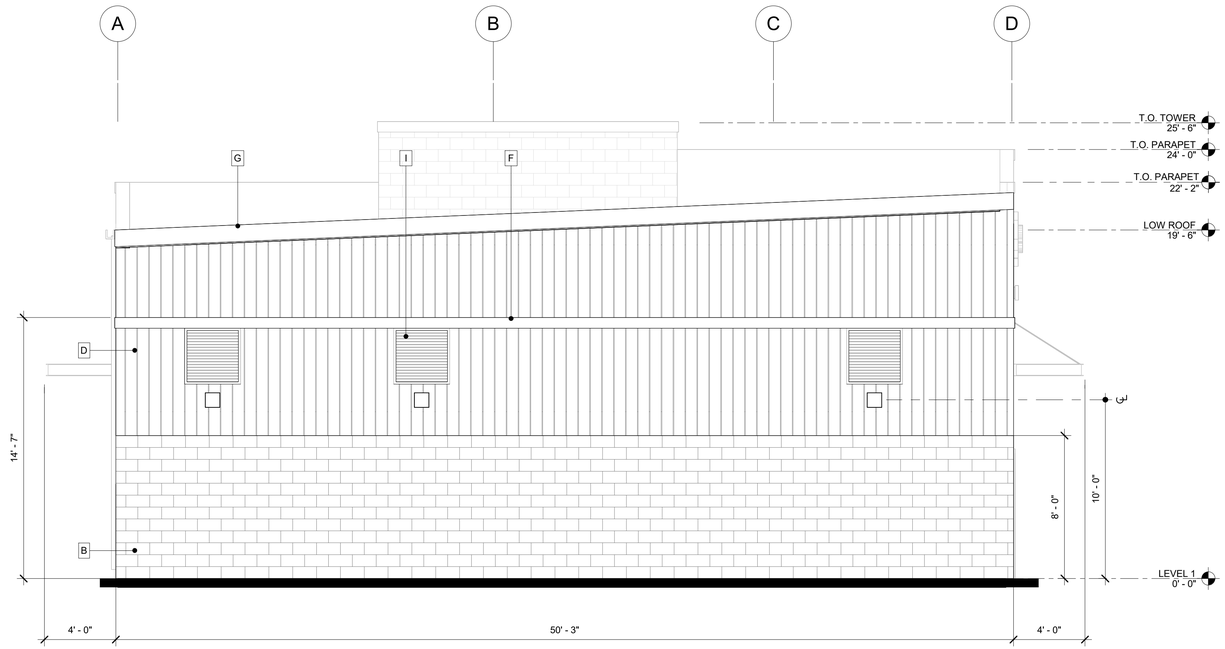
NO	DATE	DESCRIPTION

PROJECT NO:	23064
CAD DWG FILE:	657800BR.DWG
DESIGNED BY:	
DRAWN BY:	EK
CHECKED BY:	AE
DATE:	10/19/2023
SCALE:	

PROPOSED EAST & NORTH EXTERIOR ELEVATIONS

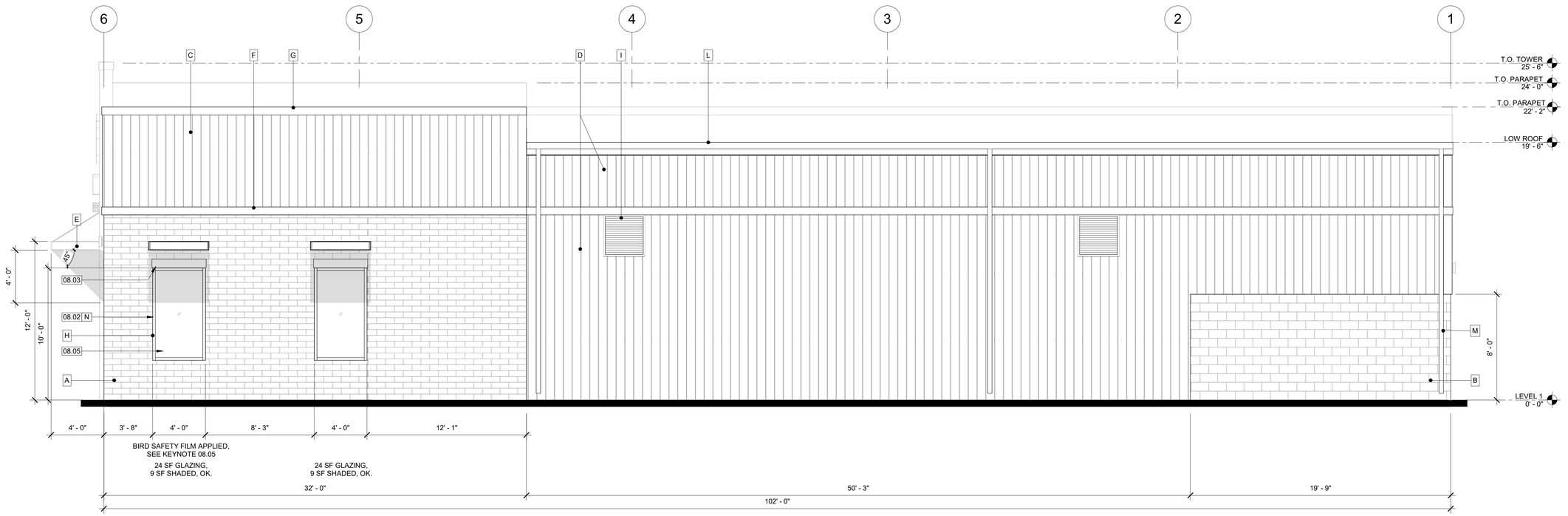
PA5

OF 28



PROPOSED SOUTH ELEVATION 2

1/4" = 1'-0"



PROPOSED WEST ELEVATION 1

1/4" = 1'-0"

MATERIAL LEGEND

A	**BRICK VENEER**	COLOR: BROWN MANUFACTURER: TBD SIZE: (4 X 4 H X 16)
B	**SPLIT FACE CMU VENEER W/ DRY BLOK ADDITIVE**	COLOR: GRAY MANUFACTURER: TBD SIZE: (12 X 8 H X16)
C	**STANDING SEAM METAL SIDING- ACCENT**	COLOR: NA22-0019 / SUNBELT RENTALS GREEN MANUFACTURER: STO PRODUCT#: 648 STOCOLOR ACRYL PLUS
D	**STANDING SEAM METAL SIDING- WAREHOUSE**	COLOR: SW 7017 DORIAN GRAY MANUFACTURER: SHERWIN-WILLIAMS
E	**CANOPY FASCIA**	COLOR: WEB GRAY SW 7075 MANUFACTURER: SHERWIN-WILLIAMS
F	**METAL WALL TRIM CAPS**	COLOR: WEB GRAY SW 7075 MANUFACTURER: SHERWIN-WILLIAMS
G	**METAL COPING**	COLOR: WEB GRAY SW 7075 MANUFACTURER: SHERWIN-WILLIAMS
H	**ALUMINUM STOREFRONT MULLION**	COLOR: CLEAR ANODIZED MANUFACTURER: TBD SIZE: 4 1/2" X 2"
I	**LOUVERED VENTS**	COLOR: SW 7017 DORIAN GRAY MANUFACTURER: SHERWIN-WILLIAMS
J	**HOLLOW METAL DOOR**	COLOR: WEB GRAY SW 7075 MANUFACTURER: SHERWIN-WILLIAMS
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M	**PRE-FINISHED GALV. METAL DOWNSPOUT**	COLOR: WEB GRAY SW 7075 MANUFACTURER: SHERWIN-WILLIAMS
N	**CLEAR GLAZING**	COLOR: CLR MANUFACTURER: TBD

APPROVAL STAMPS

LEGEND

X — EXTERIOR FINISH TAG, REFER TO MATERIAL LEGEND

SHADED AREA

KEYNOTES

08.02	STOREFRONT WINDOW SYSTEM, 1" CLEAR INSULATING GLASS (LOW "E" / TEMPER AS REQUIRED BY CODE), TYP.
08.03	8" PREFIN. CONC. LINTEL BEARING ON STL ANGLE LINTEL, TYP. AT WINDOWS.
08.05	BIRD SAFETY WINDOW FILM APPLIED ON AREAS OF GLAZING WITHIN 10 FEET OF A BUILDING CORNER; SOLYX SX-BSFD FROST DOT BIRD SAFETY FILM (NO MIRRORED GLASS OR GLAZING WITH REFLECTIVE INDEX ABOVE 20% ALLOWED), SEE LINK FOR DETAIL https://www.decorativefilm.com/sx-bsfd-frost-dot-bird-safety-film

ARTICULATION

SOUTH ARTICULATION %

TOTAL: 1,032 SF

A	402 SF	39%
D	529 SF	51%

WEST ARTICULATION %

TOTAL: 2,076 SF

A	544 SF	26%
C	223 SF	11%
D	1,080 SF	52%
N	56 SF	3%

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15 COTTLE ROAD

15 COTTLE ROAD SAN JOSE

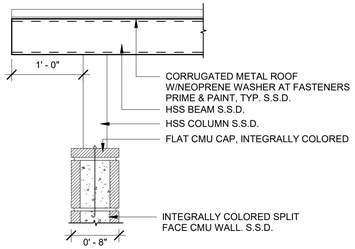
CONDITIONAL USE PERMIT

NO	DATE	DESCRIPTION
PROJECT NO:		23064
CAD DWG FILE:		657800BR.DWG
DESIGNED BY:		
DRAWN BY:		EK
CHECKED BY:		AE
DATE:		10/19/2023
SCALE:		

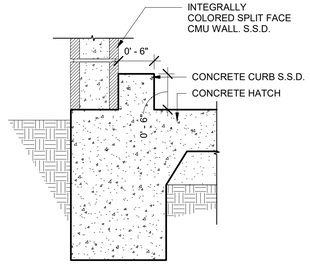
PROPOSED WEST & SOUTH EXTERIOR ELEVATIONS

PA6

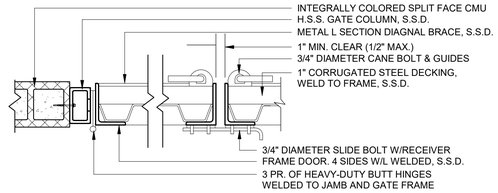
OF 28



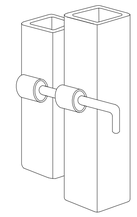
TRASH ENCL. WALL SECTION @ TOP 9
1" = 1'-0"



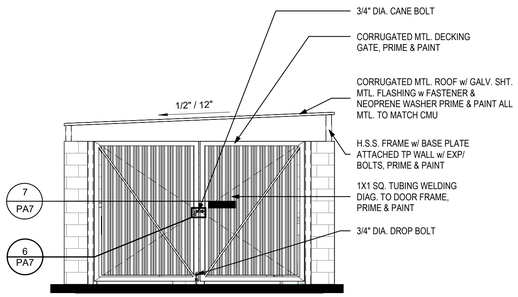
TRASH ENCL. WALL SECTION @ BASE 8
1" = 1'-0"



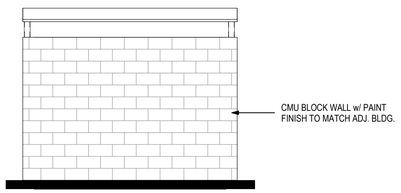
TRASH ENCL. GATE JAMB 7
1" = 1'-0"



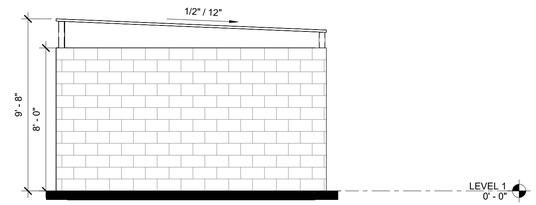
HORIZ LATCH DETAIL 6
1/4" = 1'-0"



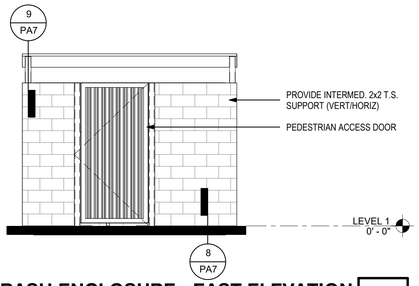
TRASH ENCLOSURE - SOUTH ELEVATION 5
1/4" = 1'-0"



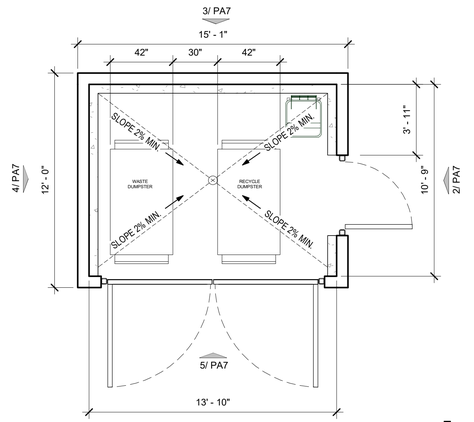
TRASH ENCLOSURE - WEST ELEVATION 4
1/4" = 1'-0"



TRASH ENCLOSURE - NORTH ELEVATION 3
1/4" = 1'-0"



TRASH ENCLOSURE - EAST ELEVATION 2
1/4" = 1'-0"



TRASH ENCLOSURE ENLARGED PLAN 1
1/4" = 1'-0"

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15 COTTLE ROAD
15 COTTLE ROAD SAN JOSE
CONDITIONAL USE PERMIT

NO	DATE	DESCRIPTION

PROJECT NO:	23064
CAD DWG FILE:	657800BR.DWG
DESIGNED BY:	
DRAWN BY:	EK
CHECKED BY:	AE
DATE:	10/19/2023
SCALE:	

SITE DETAILS

PA7
OF 28

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15 COTTLE ROAD

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PROPOSED EXTERIOR RENDERING

PA8

OF 28

GRAPHIC SCALE

20 0 10 20 40 80

(In Feet)

1 inch = 20 feet

PROPOSED PLANT PALETTE

SCALE: 1" = 20'

TREE LEGEND:

- ACER RUBRUM 'ARMSTRONG' (MEDIUM TREE)
- LAGERSTROEMIA INDICA 'NATCHEZ' (SMALL TREE)
- LAURUS NOBILIS 'SARATOGA' (SMALL TREE)
- MALUS 'PRAIRIFIRE' (SMALL TREE)
- ULMUS PARVIFOLIA (MEDIUM TREE)

SHRUB LEGEND:

- CEANOTHUS 'CONCHA'
- CHONDROPETALUM ELEPHANTINUM
- LOMANDRA LONGIFOLIA 'BREEZE'
- LOMANDRA HYSTRIX 'TROPICBELLE'
- NEPETA X FAASSENII
- SALVIA CLEVELANDII

BIOTREATMENT AREA LEGEND:

- JUNCUS PATENS
- CHONDROPETALUM TECTORUM
- VERBENA LILACENA 'DE LA MINA'

GROUNDCOVER LEGEND:

- ARCTOSTAPHYLOS 'EMERALD CARPET'
- ERIGERON KARVINSKIANUS

NOTES:

1. SEE SHEET L10.1 FOR LANDSCAPE PLAN.
2. SEE SHEET L10.2 FOR PLANTING LEGEND, NOTES, AND TREE MITIGATION TABLE.
3. SEE SHEET L10.3 FOR PLANTING DETAILS.
4. SEE SHEET L10.4 FOR HYDROZONE PLAN.
5. SEE SHEET L10.5 FOR IRRIGATION DETAILS.
6. SEE SHEETS L10.6 - L10.7 FOR CONCEPT IMAGES.
7. SEE SHEET L10.8 FOR TREE CANOPY COVERAGE PLAN.
8. STREET TREES SHOWN CONCEPTUALLY. FINAL SELECTION TO BE COORDINATED WITH THE CITY ARBORIST.
9. STREET TREE TO BE APPROVED BY CITY ARBORIST. MAXIMUM DISTANCE FOR STREET TREES AS FOLLOWS:
   - 20'-0" O.C. FOR SMALL STREET TREES
   - 25'-0" O.C. FOR MEDIUM STREET TREES
   - 35'-0" O.C. FOR LARGE STREET TREES
10. SITE TREE PLACEMENT MINIMUM DIMENSION REQUIREMENT:
    - 5'-0" O.C. TO BUILDING STRUCTURE FOR SMALL STREET TREES
    - 12'-0" O.C. TO BUILDING STRUCTURE FOR MEDIUM STREET TREES
    - 20'-0" O.C. TO BUILDING STRUCTURE FOR LARGE STREET TREES
11. DESIGNATE 700 CUBIC FEET OF NON-COMPACTED SOIL FOR SMALL TREES, 1400 CUBIC FEET OF NON-COMPACTED SOIL FOR MEDIUM TREES, AND 2100 CUBIC FEET OF NON-COMPACTED SOIL FOR LARGE TREES TO ALLOW TREES TO REACH THEIR MATURITY. STRUCTURAL SOIL SYSTEMS, SOIL CELLS, OR CONTINUOUS TRENCHES ARE EXAMPLE OF WAYS TO REACH TO THE ABOVE SOIL VOLUMES.
12. MINIMUM VERTICAL CLEARANCE FOR TREE CANOPIES AT MATURITY AS FOLLOWS:
    - 14'-0" IN AND AROUND SERVICE AND LOADING AREAS AND DRIVEWAYS
    - 12'-0" FOR PARKING LOTS
    - 8'-0" FOR TREE CANOPIES IMMEDIATELY

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15 COTTLE ROAD
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CP24-001

NO	DATE	DESCRIPTION
5	1/28/2025	PLANNING PC COMMENT RESPONSE
4	10/11/2024	PLANNING PC COMMENT RESPONSE
3	6/21/2024	PLANNING PC COMMENT RESPONSE
2	3/15/2024	PER CITY COMMENTS
1		

PROJECT NO:	6579.00
CAD DWG FILE:	657900CL.DWG
DESIGNED BY:	ST
DRAWN BY:	JN
CHECKED BY:	ST
DATE:	NOV. 20, 2023
SCALE:	1" = 20'

LANDSCAPE PLAN

L10.1

OF 28

S:\PROJECTS\657900\LA\PLANNING\657900CL.DWG

PLOTTED: 2/4/2025 9:12 AM

PLANTING PLAN NOTES

CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO FURNISH AND INSTALL PLANT MATERIAL AS SHOWN ON THE DRAWINGS AND AS DESCRIBED IN THE SPECIFICATIONS.

UNLESS DESIGNATED ON THE DRAWINGS OTHERWISE, STRUCTURAL IMPROVEMENTS AND HARDSCAPE SHALL BE INSTALLED PRIOR TO PLANTING OPERATIONS.

PLANT LIST ON THE DRAWINGS SHALL BE USED AS A GUIDE ONLY. CONTRACTOR SHALL TAKEOFF AND VERIFY SIZES AND QUANTITIES BY PLAN CHECK.

A SOIL MANAGEMENT REPORT SHALL BE PROVIDED BY LANDSCAPE CONTRACTOR AND SOIL AMENDMENTS SHALL BE FOLLOWED PER THE REPORT. PHYSICAL COPIES OF THE SOIL MANAGEMENT REPORT SHALL BE PROVIDED TO THE CLIENT, PROJECT LANDSCAPE ARCHITECT AND LOCAL AGENCY AS REQUIRED. THE SOIL MANAGEMENT REPORT SHALL CONFORM TO STATE AB1881 WATER EFFICIENT LANDSCAPE ORDINANCE (WELO) OR LOCAL AGENCY ADOPTED WELO. CONTRACTOR SHALL OBTAIN A SOILS MANAGEMENT REPORT AFTER GRADING OPERATIONS AND PRIOR TO PLANT INSTALLATION.

SAMPLES OF FERTILIZERS, ORGANIC AMENDMENT, SOIL CONDITIONERS, AND SEED SHALL BE SUBMITTED PRIOR TO INCORPORATION. CONTRACTOR SHALL FURNISH TO THE OWNER'S AUTHORIZED REPRESENTATIVE A CERTIFICATE OF COMPLIANCE FOR SUCH FURNISHED MATERIALS.

ALL WORK ON THE IRRIGATION SYSTEM, INCLUDING HYDROSTATIC, COVERAGE, AND OPERATIONAL TESTS AND THE BACKFILLING AND COMPACTION OF TRENCHES SHALL BE PERFORMED PRIOR TO PLANTING OPERATIONS.

LOCATIONS OF PLANT MATERIAL SHALL BE REVIEWED ON SITE BY THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO INSTALLATION.

TREES SHALL BE PLANTED NO CLOSER THAN TEN FEET (10') FROM UTILITIES.

TREES PLANTED WITHIN FIVE FEET (5') OF HARDSCAPE OR STRUCTURES SHALL BE INSTALLED WITH A ROOT BARRIER AS APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE.

CONTRACTOR MUST CONTACT THE CITY OF SAN JOSE ARBORIST AT 408-794-1924 TO VERIFY SPECIES (EVEN IF SHOWN ON THE PLANS), LOCATIONS, AND QUANTITIES OF ALL STREET TREES PRIOR TO ORDERING MATERIAL. IF STREET TREES ARE TO BE PLANTED IN TREE WELLS, FINAL LOCATION OF TREE WELLS SHALL BE DETERMINED BY THE ARBORIST PRIOR TO INSTALLATION OF SIDEWALK.

ALL PLANTING AREAS TO RECEIVE 3" THICK BARK MULCH LAYER. CONTRACTOR SHALL PROVIDE SAMPLE OF PROPOSED BARK MULCH FOR APPROVAL. BARK MULCH SHALL BE LYNGSO SMALL FIR BARK (3/4" TO 1-1/2") OR APPROVED EQUAL.

ALL PLANT MATERIAL SHALL BE SELECTED IN ACCORDANCE WITH THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1)
FOR STANDARD FORM TREES, CALIPER SIZE SHALL BE MEASURED 6" ABOVE THE SOIL LINE FOR CALIPERS EQUAL TO OR LESS THAN 4" FOR CALIPERS GREATER THAN 4", CALIPER SHALL BE MEASURES 12" ABOVE THE SOIL LINE. FOR MULTI-TRUNK TREES THE CALIPER SHALL BE ESTABLISHED BY TAKING THE AVERAGE OF THE CALIPER OF THE TWO LARGEST TRUNKS.
CALIPER IS MEASURED 6" ABOVE ORIGINATION POINT OF THE SECOND LARGEST TRUNK OR 6" ABOVE GROUND IF ALL TRUNKS ORIGINATE FROM THE SOIL.

CALIPER SIZES STANDARDS:
15 GALLON: 0.75-1.25"
24" BOX: 1.25-2"
36" BOX: 2-3.5"
48" BOX: 3.5-5"
60" BOX: 4-6"

WATER NEEDS CATEGORY BASED ON WUCOLS IV (JANUARY 2014) LANDSCAPE COEFFICIENT METHOD:

CATEGORY	*PERCENTAGE OF ETo*
(H) HIGH:	0.7-0.9
(M) MEDIUM:	0.4-0.6
(L) LOW:	0.1-0.3
(VL) VERY LOW:	<0.1

PROPOSED PLANT PALETTE

TREES

SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	MINIMUM CONTAINER SIZE	HxW	WUCOLS (L, M, H)	TREE SIZE (S, M, L)
	8	ACER RUBRUM 'ARMSTRONG'	JAPANESE MAPLE 'ARMSTRONG'	15 GALLON	30' X 25'	M	M
	8	LAGERSTROEMIA INDICA 'NATCHEZ'	NATCHEZ CRAPE MYRTLE	15 GALLON	25' X 15'	L	S
	3	LAURUS NOBILIS 'SARATOGA'	SARATOGA LAUREL	15 GALLON	25' X 25'	L	S
	4	MALUS 'PRAIRIFIRE'	FLOWERING CRABAPPLE	15 GALLON	20' X 20'	M	S
	9	ULMUS PARVIFOLIA	CHINESE ELM	15 GALLON	30' X 30'	L	S

SHRUBS

	4	CEANOTHUS 'CONCHA'	CONCHA CEANOTHUS	1 GALLON	6' X 8'	L
	18	CHONDROPETALUM ELEPHANTINUM	LARGE CAPE RUSH	1 GALLON	5' X 6'	L
	62	LOMANDRA HYSTRIX 'TROPICBELLE'	TROPIC BELLE MAT RUSH	1 GALLON	3' X 3'	L
	114	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	1 GALLON	3' X 3'	L
	99	NEPETA X FAASSENII	CATMINT	1 GALLON	1' X 2'	L
	6	SALVIA CLEVELANDII	CLEVELAND SAGE	1 GALLON	4' X 5'	L

BIOTREATMENT

	147	JUNCUS PATENS	COMMON RUSH	1 GALLON	2' X 2'	L
	83	CHONDROPETALUM TECTORUM	CAPE RUSH	1 GALLON	3' X 4'	L
	16	VERBENA LILACENA 'DE LA MINA'	CEDROS ISLAND VERBENA	1 GALLON	3' X 3'	L

GROUNDCOVERS

				SPACING	
	ARCTOSTAPHYLOS 'EMERALD CARPET'	CARPET MANZANITA	1 GALLON	@ 36" O.C.	L
	ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GALLON	@ 24" O.C.	L

NOTES:
1. BARK MULCH: ALL PLANTING AREAS TO RECEIVE A 3" THICK LAYER OF BARK MULCH.
2. BARK MULCH: ALL BIOTREATMENT AREAS TO RECEIVE A 3" THICK LAYER OF NON-FLOATABLE BARK MULCH.
3. THE LOCATIONS OF THE STREET TREES WILL BE DETERMINED AT THE STREET IMPROVEMENT STAGE. CONTACT THE CITY ARBORIST AT (408) 794-1901 FOR THE DESIGNATED STREET TREE. INSTALL STREET TREES WITHIN PUBLIC RIGHT-OF-WAY ALONG ENTIRE PROJECT STREET FRONTAGE PER CITY STANDARDS; REFER TO THE CURRENT "GUIDELINES FOR PLANNING, DESIGN, AND CONSTRUCTION OF CITY STREETSCAPE PROJECTS". STREET TREES SHALL BE INSTALLED IN PARK STRIP. OBTAIN A DOT STREET TREE PLANTING PERMIT FOR ANY PROPOSED STREET TREE PLANTINGS. STREET TREES SHOWN ON THIS PERMIT ARE CONCEPTUAL ONLY.
4. ADJACENT PROPERTY OWNER IS RESPONSIBLE FOR ALL MAINTENANCE, IRRIGATION, AND PLANTING ON PARK STRIPS PER SJ MUNICIPAL CODE. CSJ IS ONLY RESPONSIBLE FOR MAINTENANCE OF OFFSITE BIORETENTION AREAS.

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15 COTTLE ROAD
15 COTTLE ROAD SAN JOSE
CONDITIONAL USE PERMIT
CP24-001

NO	DATE	DESCRIPTION
4	1/28/2025	PLANNING PC COMMENT RESPONSE
3	10/11/2024	PLANNING PC COMMENT RESPONSE
2	6/21/2024	PLANNING PC COMMENT RESPONSE
1	3/15/2024	PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900CL.DWG
DESIGNED BY:	ST
DRAWN BY:	JN
CHECKED BY:	ST
DATE:	NOV. 20, 2023
SCALE:	AS NOTED

PLANTING LEGEND, NOTES, AND TREE MITIGATION TABLE

L10.2
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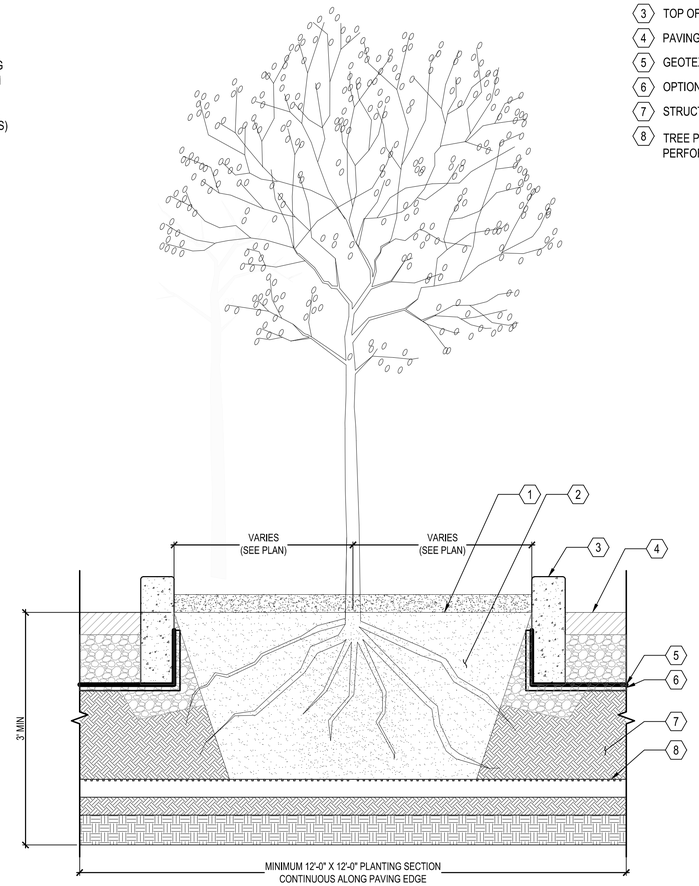
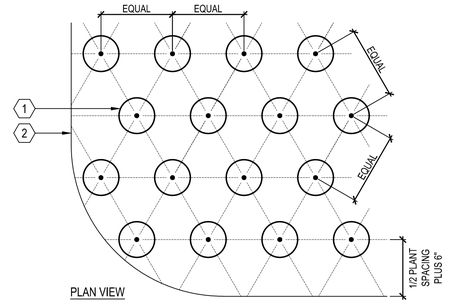
NOTES:
1. SEE PLANTING SPECIFICATIONS PRIOR TO INSTALLATION OF PLANT MATERIALS.
2. ROOT BALL CROWN SHALL EXTEND 1" ABOVE FINNISH GRADE.
3. TREE INSTALLED IN PARKING LOT TO RECEIVE A MINIMUM 12'X12' LOAM/SAND STRUCTURED SOIL PROFILE (PER SHEET SPECIFICATIONS) AT A DEPTH OF 36" MIN.



1. MULCHED SURFACE
2. PLANTING SOIL MIX AS SPECIFIED
3. TOP OF VERTICAL CURB
4. PAVING PER PLAN
5. GEOTEXTILE FABRIC
6. OPTIONAL GEOGRID
7. STRUCTURAL SOIL
8. TREE PIT DRAINAGE TO STORM SEWER PERFORATED PIPE (SEE CIVIL PLANS)

D TREE IN STRUCTURED SOIL
SCALE: 1" = 1'-0"

NOTES:
1. SEE PLANTING SPECIFICATIONS PRIOR TO INSTALLATION OF PLANT MATERIALS.
2. SPACING SHALL BE TRIANGULATED UNLESS OTHERWISE NOTED.
3. INFILL PLANTS AS REQUIRED TO MAINTAIN SPACING AT IRREGULAR EDGES.

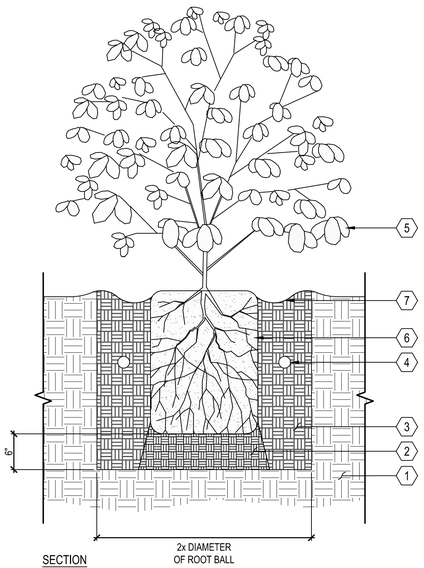


PLAN VIEW

1. PLANT, SPACING VARIES, SEE PLANTING LEGEND
2. EDGE OF PLANTING AREA

C GROUNDCOVER
SCALE: 1" = 1'-0"

NOTES:
1. SEE PLANTING SPECIFICATIONS PRIOR TO INSTALLATION OF PLANT MATERIALS.
2. ROOT BALL CROWN SHALL EXTEND 1" ABOVE FINNISH GRADE.

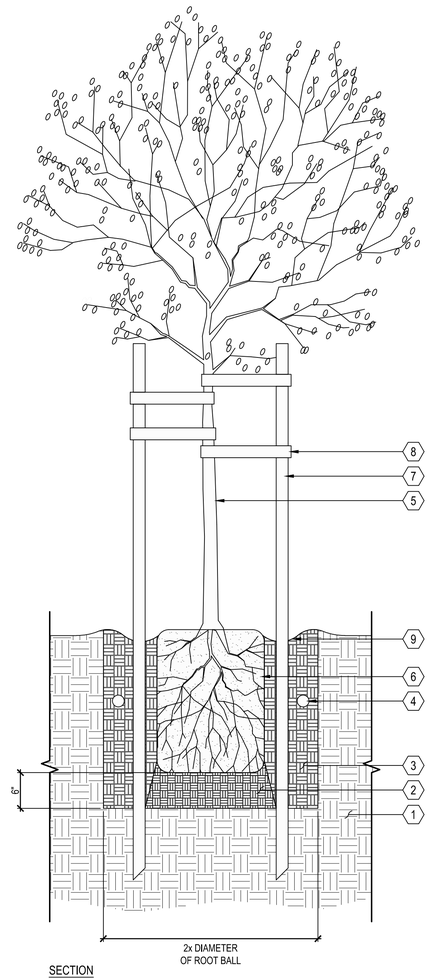


SECTION

1. NATIVE GRADE
2. FOOT TAMP BASE
3. BACKFILL, PUDDLE AND SETTLE PRIOR TO PLANTING SHRUB
4. AGRIFORM PLANT TABLETS, 3 PER SHRUB
5. SHRUB
6. ROOT BALL
7. 2" DEEP BASIN AROUND ROOT BALL

B SHRUB
SCALE: 1" = 1'-0"

NOTES:
1. SEE PLANTING SPECIFICATIONS PRIOR TO INSTALLATION OF PLANT MATERIALS.
2. ROOT BALL CROWN SHALL EXTEND 1" ABOVE FINNISH GRADE.
3. TREE INSTALLED IN TURF AREAS SHALL BE INSTALLED WITH 'ARBOR-GUARD' AT BASE OF TRUNK.



SECTION

1. NATIVE GRADE
2. FOOT TAMP BASE
3. BACKFILL, PUDDLE AND SETTLE PRIOR TO PLANTING TREE
4. AGRIFORM PLANT TABLETS, 3 PER 15 GALLON, 6 PER 24" BOX, AND 8 FOR 36" BOX
5. TREE
6. ROOT BALL
7. PINE LODGE POLE STAKE, 2" DIAMETER, PLACED ON WINDWARD SIDES OF TREE AND OUTSIDE OF ROOT BALL
8. CINCH TIE
9. 2" DEEP BASIN AROUND ROOT BALL, TREES PLANTED IN TURF SHALL NOT HAVE BASINS

A TREE
SCALE: 1" = 1'-0"

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15 COTTLE ROAD
15 COTTLE ROAD SAN JOSE
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NO	DATE	DESCRIPTION
5	1/28/2025	PLANNING PC COMMENT RESPONSE
4	10/11/2024	PLANNING PC COMMENT RESPONSE
3	6/21/2024	PLANNING PC COMMENT RESPONSE
2	3/15/2024	PER CITY COMMENTS
1		

PROJECT NO:	6579.00
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SCALE:	AS NOTED

PLANTING DETAILS

L10.3
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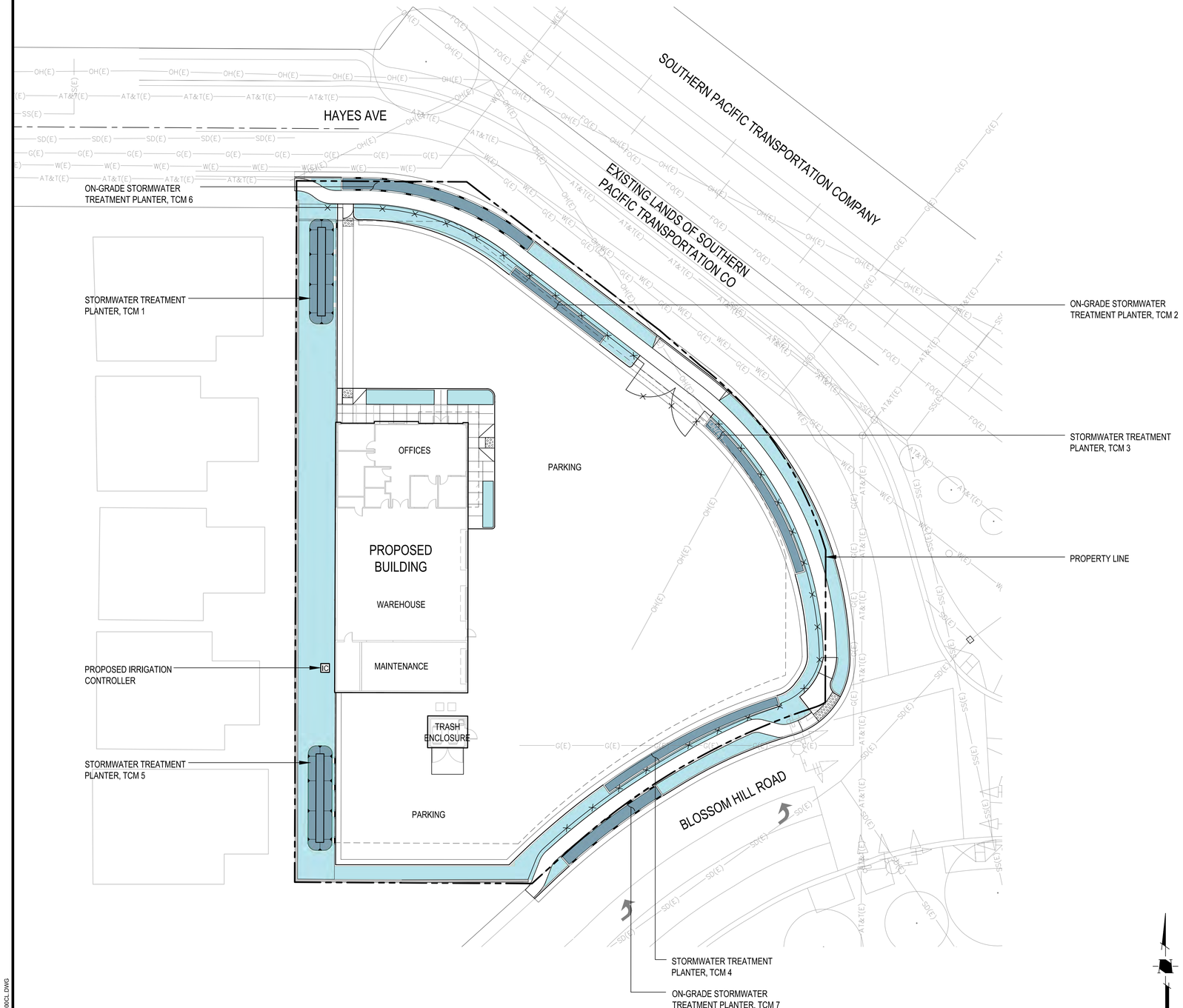

IRRIGATION ZONE LEGEND:

LOW WATER USE AREAS FOR BIOTREATMENT IRRIGATION

LOW WATER USE AREAS FOR DRIP AND/OR BUBBLER IRRIGATION

IRRIGATION DESIGN CRITERIA:

1. FINAL DESIGN SHALL CONFORM TO AB1881 OR CITY ADOPTED WATER EFFICIENT LANDSCAPE ORDINANCE.
2. ALL PLANTING AREAS SHOWN WILL BE COMMONLY MAINTAINED BY THE OWNER AND IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM.
3. IRRIGATION SYSTEMS WILL BE PERMANENT BELOW GROUND AUTOMATED SYSTEMS ADEQUATE FOR THE ESTABLISHMENT AND MAINTENANCE OF ALL PLANT MATERIAL. THESE SYSTEMS WILL BE INSTALLED AS SOON AS PRACTICAL AFTER GRADING AND PRIOR TO PLANT MATERIAL INSTALLATION AND HYDROSEEDING.
4. ALL TURF, TREE, SHRUB AND GROUNDCOVER AREAS WILL BE IRRIGATED BY A PERMANENT, AUTOMATIC, UNDERGROUND IRRIGATION SYSTEM. ALL SPRAY AREAS WILL BE IRRIGATED BY HIGH EFFICIENCY MATCHED PRECIPITATION RATE POP-UP SPRAY HEADS. TURF, TREE, SHRUB, AND GROUND COVER AREAS SHALL BE ON SEPARATE VALVES ACCORDING TO PLANT WATER REQUIREMENTS AND EXPOSURE.
5. ALL IRRIGATION SYSTEMS SHALL BE DESIGNED, MAINTAINED AND MANAGED TO MEET OR EXCEED MINIMUM EFFICIENCY.
6. ALL IRRIGATION EQUIPMENT SHALL BE SCREENED APPROPRIATELY FROM VIEW IN PUBLIC AREAS TO THE MAXIMUM EXTENT POSSIBLE.
7. THE FINAL IRRIGATION PLAN SHALL ACCURATELY AND CLEARLY IDENTIFY:
   A. LOCATIONS AND SIZES OF WATER POINTS OF CONNECTION.
   B. LOCATION, TYPE AND SIZE OF ALL COMPONENTS OF THE IRRIGATION SYSTEM, INCLUDING AUTOMATIC CONTROLLERS, MAIN AND LATERAL LINES, VALVES, SPRINKLER HEADS, RAIN SWITCHES, AND QUICK COUPLERS.
   C. STATIC WATER PRESSURE AT THE POINTS OF CONNECTION.
   D. FLOW RATE (GALLONS PER MINUTE), REMOTE CONTROL VALVE SIZE, AND DESIGN OPERATING PRESSURE (PSI) FOR EACH STATION.
   E. HYDROZONE INFORMATION TABLE.
   F. WATER USE CALCULATIONS.
8. A NEW IRRIGATION WATER METER SHALL BE INSTALLED AS PART OF LANDSCAPE IMPROVEMENTS, LOCATION TO BE DETERMINED.
9. THIS PROJECT IS NOT A PART OF THE SOUTH BAY WATER RECYCLING PROGRAM. POTABLE WATER WILL BE USED FOR IRRIGATION.

NOTES:
1. SEE SHEET L10.1 FOR LANDSCAPE PLAN.
2. SEE SHEET L10.2 FOR PLANTING LEGEND, NOTES, AND TREE MITIGATION TABLE.
3. SEE SHEET L10.3 FOR PLANTING DETAILS.
4. SEE SHEET L10.4 FOR HYDROZONE PLAN.
5. SEE SHEET L10.5 FOR IRRIGATION DETAILS.
6. SEE SHEETS L10.6 - L10.7 FOR CONCEPT IMAGES.
7. SEE SHEET L10.8 FOR TREE CANOPY COVERAGE PLAN.
8. STREET TREES SHOWN CONCEPTUALLY. FINAL SELECTION TO BE COORDINATED WITH THE CITY ARBORIST.
9. STREET TREE TO BE APPROVED BY CITY ARBORIST. MAXIMUM DISTANCE FOR STREET TREES AS FOLLOWS:
   20'-0" O.C. FOR SMALL STREET TREES
   25'-0" O.C. FOR MEDIUM STREET TREES
   35'-0" O.C. FOR LARGE STREET TREES
10. SITE TREE PLACEMENT MINIMUM DIMENSION REQUIREMENT:
    5'-0" O.C. TO BUILDING STRUCTURE FOR SMALL STREET TREES
    12'-0" O.C. TO BUILDING STRUCTURE FOR MEDIUM STREET TREES
    20'-0" O.C. TO BUILDING STRUCTURE FOR LARGE STREET TREES
11. DESIGNATE 700 CUBIC FEET OF NON-COMPACTED SOIL FOR SMALL TREES, 1400 CUBIC FEET OF NON-COMPACTED SOIL FOR MEDIUM TREES, AND 2100 CUBIC FEET OF NON-COMPACTED SOIL FOR LARGE TREES TO ALLOW TREES TO REACH THEIR MATURITY. STRUCTURAL SOIL SYSTEMS, SOIL CELLS, OR CONTINUOUS TRENCHES ARE EXAMPLE OF WAYS TO REACH TO THE ABOVE SOIL VOLUMES.
12. MINIMUM VERTICAL CLEARANCE FOR TREE CANOPIES AT MATURITY AS FOLLOWS:
    14'-0" IN AND AROUND SERVICE AND LOADING AREAS AND DRIVEWAYS
    12'-0" FOR PARKING LOTS
    8'-0" FOR TREE CANOPIES IMMEDIATELY

GRAPHIC SCALE
20 0 10 20 40 80
(In Feet)
1 inch = 20 feet

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CP24-001

NO	DATE	DESCRIPTION
1	1/28/2025	PLANNING PC COMMENT RESPONSE
2	10/11/2024	PLANNING PC COMMENT RESPONSE
3	6/21/2024	PLANNING PC COMMENT RESPONSE
4	3/15/2024	PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900CL.DWG
DESIGNED BY:	ST
DRAWN BY:	JN
CHECKED BY:	ST
DATE:	NOV. 20, 2023
SCALE:	1" = 20'

HYDROZONE PLAN

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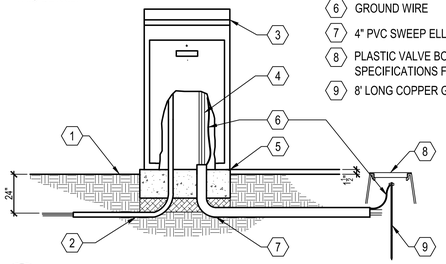
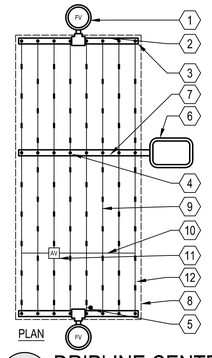
NOTE:
1. VERIFY POWER SOURCE WITH PROJECT ELECTRICIAN.
2. ALL ELECTRICAL WORK MUST CONFORM TO LOCAL CODES. REFER TO PRODUCT LITERATURE FOR ADDITIONAL INSTALLATION REQUIREMENTS. THIS DRAWING IS PROVIDED FOR REFERENCE ONLY. INDIVIDUAL PROJECT REQUIREMENTS AND LOCAL CODES MAY DICTATE DIFFERENCES IN INSTALLATION PROCEDURES THAT ARE NOT IDENTIFIED ON THIS DETAIL.



1. FINISHED GRADE
2. 2-1" PVC CONDUITS FOR 120 VOLT A.C. AND SIGNAL WIRE
3. IRRIGATION CONTROLLER-SEE IRRIGATION LEGEND FOR SPECIFICATION
4. 24 VOLT CONTROL WIRING
5. CONCRETE PAD-6" THICK (MIN.) EXTEND 6" BEYOND EACH SIDE AND BACK AND 24" IN FRONT
6. GROUND WIRE
7. 4" PVC SWEEP ELL ROUND
8. PLASTIC VALVE BOX SEE SPECIFICATIONS FOR TYPE
9. 8' LONG COPPER GROUND ROD

H PEDESTAL MOUNT CONTROLLER
SCALE: N.T.S.

NOTE:
1. SEE IRRIGATION LEGEND FOR EQUIPMENT SPECIFICATION
2. INSTALL ALL IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS
3. THE TOTAL LENGTH OF ALL INTERCONNECTED DRIP LINE SHALL NOT EXCEED THE MAXIMUM RUN LENGTH



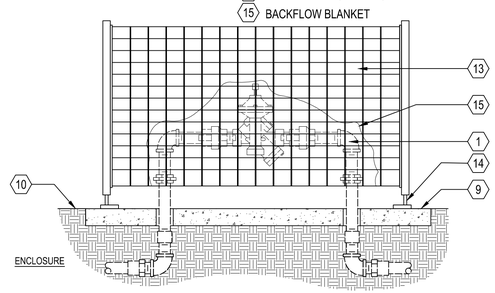
PLAN

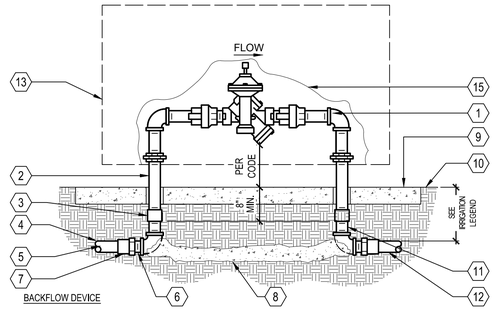
1. DRIPLINE AUTOMATIC FLUSH VALVE PLUMBED TO FLUSH MANIFOLD AT LOW POINT
2. PVC FLUSH MANIFOLD
3. DRIPLINE MANIFOLD-TO-ELBOW CONNECTION
4. DRIPLINE MANIFOLD-TO-TEE CONNECTION
5. DRIPLINE OPERATION INDICATOR
6. REMOTE CONTROL VALVE WITH FILTER AND PRESSURE REGULATOR
7. PVC SUPPLY MANIFOLD
8. ZONE PERIMETER
9. DRIPLINE LATERAL
10. AIR/VACUUM RELIEF LATERAL DRIPLINE BLANK TUBING CENTERED ON MOUND OR BERM
11. DRIPLINE AIR / VACUUM RELIEF VALVE PLUMBED TO DRIPLINE BLANK TUBING AT EACH HIGH POINT
12. PERIMETER LATERALS 2" TO 4" FROM EDGE

E DRIPLINE CENTER - FEED LAYOUT
SCALE: N.T.S.

NOTES:
1. NIPPLES AND FITTINGS TO BE SAME IPT SIZE AS BACKFLOW ASSEMBLY.
2. INSTALL GREEN WEATHER GUARD BACKFLOW BLANKET OR APPROVED EQUAL.
3. DISSIMILAR METALS SHALL BE SEPARATED BY AN APPROVED DIELECTRIC FITTING.
4. ENCLOSURE SHALL BE STRONG BOX LOW PROFILE SMOOTH TOUCH SBBC-30CR OR SBBC-45CR, COLOR DARK GREEN OR APPROVED EQUAL. ENCLOSURE SHALL BE SIZED BASED ON BACKFLOW DEVICE SIZE. CONTACT MANUFACTUER V.I.T. PRODUCTS 1-800-729-1314.

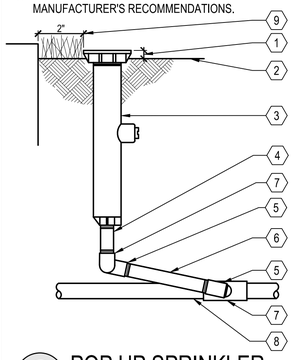
1. REDUCED PRESSURE BACKFLOW ASSEMBLY PER IRRIGATION LEGEND
2. SCH.40 GALVANIZED STEEL NIPPLES-2 TOTAL
3. SCH. 80 PVC COUPLING- 2 TOTAL
4. SCH. 80 PVC 90° ELBOW-2 TOTAL (TxT CONNECTION)
5. PVC MAIN LINE TO POINT OF CONNECTION
6. BUSH AS NECESSARY FOR SIZE TRANSITION
7. SCH. 80 PVC MALE ADAPTER-2 TOTAL
8. CONCRETE SUPPORT BLOCK
9. POURED CONCRETE BASE-6" MIN. THICKNESS-EXTEND 4" BEYOND OUTSIDE DIMENSIONS OF ENCLOSURE
10. FINISHED GRADE
11. SCH. 80 PVC NIPPLE-2 TOTAL
12. PVC MAIN LINE TO IRRIGATION SYSTEM
13. BACKFLOW ENCLOSURE-SEE NOTE 4.
14. ANCHOR ROD (TYPICAL)
15. BACKFLOW BLANKET





B REDUCED PRESSURE BACKFLOW DEVICE ENCLOSURE AND BLANKET
SCALE: N.T.S.

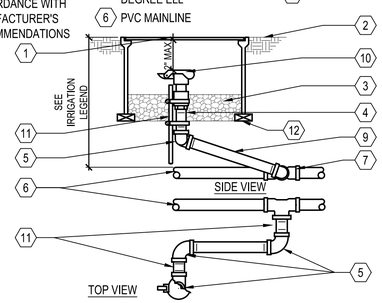
NOTES:
1. ALWAYS INSTALL SPRAY SPRINKLER PERPENDICULAR TO FINISHED GRADE.
2. SEE IRRIGATION LEGEND FOR EQUIPMENT SPECIFICATION.
3. INSTALL ALL IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.



1. 1/2" ABOVE FINISHED GRADE
2. FINISHED GRADE/TOP OF MULCH
3. POP-UP SPRAY SPRINKLER: SEE LEGEND FOR MAKE, MODEL AND NOZZLE TYPE
4. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
5. MARLEX STREET ELL
6. PVC SCH 80 NIPPLE (LENGTH AS REQUIRED)
7. PVC SCH 40 TEE OR ELL
8. PVC LATERAL PIPE
9. 2" FROM EDGE OF HARDSCAPE MINIMUM

G POP UP SPRINKLER
SCALE: N.T.S.

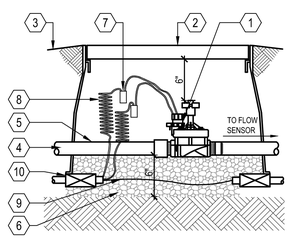
NOTE:
1. NIPPLES AND FITTINGS TO BE SAME SIZE AS VALVE IPT INLET THREAD SIZE
2. SEE IRRIGATION LEGEND FOR SPECIFICATION
3. INSTALL ALL IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS



1. 10" ROUND PLASTIC VALVE BOX WITH BOLT DOWN LID
2. FINISHED GRADE
3. PEA GRAVEL SUMP, MIN. 6" DEPTH
4. 3" LONG SCHEDULE 80 PVC THREADED NIPPLE
5. SCH 80 PVC THREADED 90 DEGREE ELL
6. PVC MAINLINE
7. MAINLINE FITTING
9. 10" LONG SCH 80 PVC THREADED NIPPLE
10. QUICK COUPLING VALVE
11. 1 1/4" x 1 1/4" x 3/16" ANGLE IRON 30" LONG, 2 STAINLESS STEEL STRAPS
12. BRICK SUPPORTS, 2 TOTAL

D QUICK COUPLING VALVE
SCALE: N.T.S.

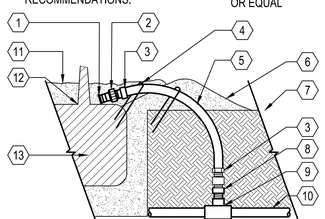
NOTES:
1. DO NOT LOCATE REMOTE VALVE IN TURF
2. COMPACT SOIL AROUND BOX TO SAME DENSITY AS ADJACENT UNDISTURBED SOIL BUNDLE AND TAPE CONTROL WIRE TO MAINLINE EVERY 10'
3. SPLICES IN CONTROL WIRE ARE NOT ALLOWED BETWEEN CONTROLLER AND VALVE
4. SEE IRRIGATION LEGEND FOR EQUIPMENT SPECIFICATION
5. INSTALL ALL IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS



1. MASTER VALVE-SEE LEGEND
2. CARSON #1324 RECTANGULAR VALVE BOX WITH BLACK BOLT DOWN COVER, OR APPROVED EQUAL. HEAT BRAND "MV" ON LID IN 2" HIGH LETTERS
3. FINISHED GRADE
4. FROM POINT OF CONNECTION-ADAPT AS REQUIRED
5. SCH. 80 TOE NIPPLE- LENGTH AS REQUIRED
6. PEA GRAVEL SUMP, MIN 6" DEEP
7. 3M DBY WIRE CONNECTOR
8. CONTROL AND COMMON WIRE TO DESIGNATED AUTOMATIC CONTROLLER
9. FLOW SENSOR CABLE WITHIN CONDUIT
10. BRICK SUPPORT, 1 PER CORNER

I MASTER VALVE
N.T.S.

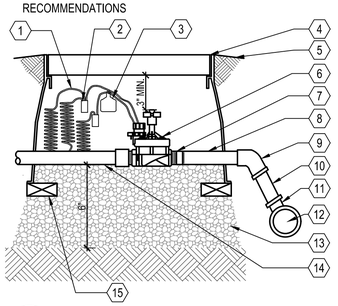
NOTES:
1. BUBBLER DISTANCE TO ROOT BALL WILL VARY DEPENDING ON THE CONTAINER SIZE OF THE PLANT. ALLOW 6" BETWEEN TRUNK AND BUBBLER.
2. PLACE ALL BUBBLERS ON UPHILL SIDE OF SLOPE IF APPLICABLE. CONCEAL ALL EQUIPMENT UNDER MULCH.
3. SEE IRRIGATION LEGEND FOR SPECIFICATION.
4. INSTALL ALL IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.



1. POSITION BUBBLER OVER ROOT BALL
2. PRESSURE COMPENSATING DRIP BUBBLER (SEE LEGEND FOR MODEL)
3. SUPER FUNNY PIPE 850-35 ADAPTER
4. TUBING STAKES PVC COATED 12 GAUGE WIRE U STAKES QUANTITY AS NEEDED TO SECURE TUBING (2 MIN.) SALCO OR EQUAL
5. SUPER FUNNY PIPE 850
6. SOIL RING (SEE PLANTING DETAILS)
7. FINISHED GRADE
8. 1/2" PVC SCH 40 (MIPT X SLIP) MALE ADAPTER UV RADIATION RESISTANT
9. PVC SCH 40 TEE OR ELL 1/2" (SLIP XSLIP X FIPT)
10. PVC LATERAL PIPE
11. MULCH PER SPECIFICATIONS
12. PLANT CROWN
13. ROOT BALL

F ON GRADE TREE BUBBLER
SCALE: N.T.S.

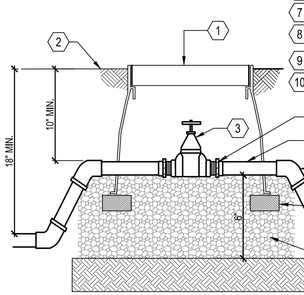
NOTES:
1. DO NOT LOCATE REMOTE CONTROL VALVE IN LAWN
2. COMPACT SOIL AROUND BOX TO SAME DENSITY AS ADJACENT UNDISTURBED SOIL BUNDLE AND TAPE CONTROL WIRE TO MAINLINE EVERY 10'
3. SPLICES IN CONTROL WIRE ARE NOT ALLOWED BETWEEN CONTROLLER AND VALVE
4. SEE IRRIGATION LEGEND FOR EQUIPMENT SPECIFICATION
5. INSTALL ALL IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS



1. 18" LENGTH EXPANSION LOOP
2. SCOTCH LOK #3577 CONNECTOR SEALING PACK OR EQUAL
3. ID TAG FOR VALVE STATION NUMBER
4. VALVE BOX: CARSON SPECIFICATION GRADE, NDS PRO SERIES, OR EQUAL
5. TOP OF MULCH
6. REMOTE CONTROL VALVE: SEE IRRIG. LEGEND
7. PVC SCH 80 NIPPLE (CLOSE)
8. PVC SCH 40 MIN 8" LONG
9. PVC 45 FITTING SCH 40
10. PVC SCH 40
11. S X S FITTING
12. PVC MAINLINE PIPE
13. PEA GRAVEL SUMP, MIN. 6" DEEP
14. LATERAL LINE
15. BRICK SUPPORT-1 PER CORNER

C REMOTE CONTROL VALVE
SCALE: N.T.S.

NOTES:
1. PLACE AGGREGATE PRIOR TO INSTALLATION OF VALVE BOX
2. INSTALL VALVE BOX SO TOP OF BOX IS FLUSH WITH ADJACENT HARDSCAPE



1. VALVE BOX (CARSON 910-12B) OR EQUAL
2. FINISHED GRADE/ BEFORE PLANTING
3. GATE VALVE: SEE LEGEND FOR MAKE AND MODEL - LINE SIZE
4. SCH 40 PVC MALE ADAPTOR
5. PVC SCH 40 MIN 8" LONG
6. PVC 45 FITTING SCH 40 (TYP.)
7. PVC SCH 40
8. BRICK SUPPORT, 2 TOTAL
9. PVC MAINLINE PIPE
10. PEA GRAVEL SUMP, MIN. 6" DEEP

A GATE VALVE
SCALE: N.T.S.

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NO	DATE	DESCRIPTION
1	1/28/2025	PLANNING PC COMMENT RESPONSE
2	10/11/2024	PLANNING PC COMMENT RESPONSE
3	6/21/2024	PLANNING PC COMMENT RESPONSE
4	3/15/2024	PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900CL.DWG
DESIGNED BY:	ST
DRAWN BY:	JN
CHECKED BY:	ST
DATE:	NOV. 20, 2023
SCALE:	AS NOTED

IRRIGATION DETAILS

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TREES

ACER RUBRUM 'ARMSTRONG'
JAPANESE MAPLE 'ARMSTRONG'

LAGERSTROEMIA INDICA 'NATCHEZ'
NATCHEZ CRAPE MYRTLE

LAURUS NOBILIS 'SARATOGA'
SARATOGA LAUREL

ULMUS PARVIFOLIA
CHINESE ELM

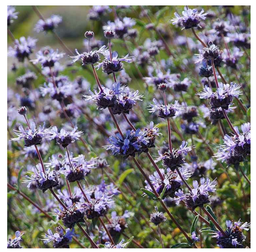
MALUS 'PRAIRIFIRE'
FLOWERING CRABAPPLE

SHRUBS AND GROUNDCOVERS

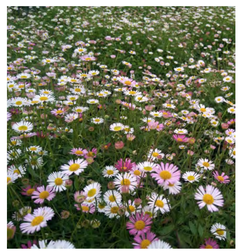
LOMANDRA LONGIFOLIA 'BREEZE'
DWARF MAT RUSH

LOMANDRA HYSTRIX 'TROPICBELLE'
TROPIC BELLE MAT RUSH

NEPETA X FAASSENII
CATMINT



SALVIA CLEVELANDII
CLEVELAND SAGE



ERIGERON KARVINSKIANUS
SANTA BARBARA DAISY

ARCTOSTAPHYLOS 'EMERALD CARPET'
CARPET MANZANITA

CEANOTHUS 'CONCHA'
CONCHA CEANOTHUS

CHONDROPETALUM ELEPHANTINUM
LARGE CAPE RUSH

BIO TREATMENT SHRUBS

JUNCUS PATENS
COMMON RUSH

CHONDROPETALUM TECTORUM
CAPE RUSH

VERBENA LILACENA 'DE LA MINA'
CEDROS ISLAND VERBENA

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CHECKED BY:	ST
DATE:	NOV. 20, 2023
SCALE:	AS NOTED

CONCEPT IMAGES

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BIKE RACK

CAPITOL BIKE RACK BY FORMS+SURFACES
MODEL NUMBER: SKCAP

Forms+Surfaces

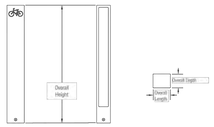
PRODUCT DATA
CAPITOL™ BIKE RACK

The **Capitol Bike Rack's** solid, corrosion-resistant cast aluminum body provides the strength necessary to stand up to continuous use while its simple, space-saving design allows it to engage with its surrounding environment as much or as little as desired. With a design perfect for cityscapes and other contemporary architectural settings, the Capitol Bike Rack is a solution for environments of all types.

MATERIAL & FINISHES / **INSTALLATION & MAINTENANCE**

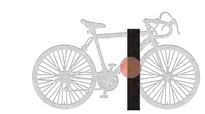
MATERIAL	FINISHES	INSTALLATION	MAINTENANCE
• Body is made of corrosion-resistant cast aluminum with powdercoat finish.	• See the Forms+Surfaces Powdercoat Chart for details. Custom RAL colors are available for an upcharge. • Due to the inherent nature of metal castings, gloss powdercoats are not offered for cast components.	• Capitol Bike Racks must be surface mounted with embedded anchors. Stainless steel anchors and tamper-resistant stainless steel bolts are sold separately.	• Metal surfaces can be cleaned as needed using a soft cloth or brush with warm water and a mild detergent. Avoid abrasive cleaners.

NOMINAL DIMENSIONS



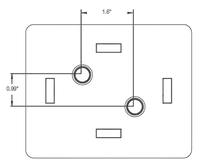
OVERALL LENGTH	OVERALL DEPTH	OVERALL HEIGHT	WEIGHT
5" (127 mm)	4" (102 mm)	34" (864 mm)	25 lbs (11.4 kg)

LOCKING POINT AND CONFIGURATION EXAMPLES
The Capitol Bike Rack was designed to allow for a multitude of locking point and configuration options to meet your individual needs. Please note that for optimal performance, Forms+Surfaces recommends a 36" center-to-center placement. See diagrams below and the separate installation instructions document for more details.



A standard U-lock can be locked at this location for security and functionality.

LOCKING POINT EXAMPLE

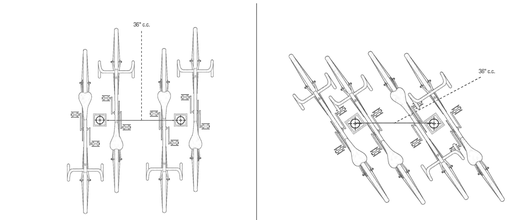


MOUNTING / HARDWARE DETAIL

Forms+Surfaces

PRODUCT DATA
CAPITOL™ BIKE RACK

LOCKING POINT AND CONFIGURATION EXAMPLES (Continued)



CONFIGURATION EXAMPLE A

CONFIGURATION EXAMPLE B

ENVIRONMENTAL CONSIDERATIONS
- Please refer to the Capitol Bike Rack Environmental Data Sheet for detailed environmental impact information.
- Capitol aluminum casting has up to 95% recycled content and is fully recyclable.
- Standard powdercoat finishes are no-VOC; non-standard powdercoat finishes are no- or low-VOC, depending on color.
- Low maintenance.

MODEL NUMBER AND DESCRIPTION

MODEL	DESCRIPTION
SKCAP	Capitol Bike Rack

PRODUCT OPTIONS
The following options are available for an upcharge

Stainless steel anchors and tamper-resistant stainless steel bolts	Custom RAL powdercoat color

LEAD TIME: 4 weeks. Shorter lead times may be available upon request. Please contact us to discuss your specific timing requirements.

PRICING: Please contact us at **800.451.0410** or **sales@forms-surfaces.com**. At Forms+Surfaces, we design, manufacture and sell our products directly to you. Our sales team is available to assist you with questions about our products, requests for quotes, and orders. Territory Managers are located worldwide to assist with the front-end specification and quoting process, and our in-house Project Sales Coordinators follow your project through from the time you place an order to shipment.

TO ORDER SPECIFY: Quantity, model, powdercoat color for body casting. Design Guides are available on our website to lead you through the specification process in a simple checkbox format.

BIKE LOCKER

BIKE LOCKER SINGLE (D1) BY DERO

FINISH OPTIONS

Powder Coat

White	Black	Light Gray RAL 7042	Deep Red RAL 3003
Orange RAL 2004	Beige RAL 1001	Iron Gray RAL 7011	Hunter Green RAL 6005
Light Green RAL 6018	Green RAL 6016	Blue RAL 5005	Sky Blue RAL 5015
Sepia Brown RAL 8014	Dark Purple	Wine Red RAL 3005	Bronze

LOCKING OPTIONS

Key

Padlock

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1		

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CONCEPT IMAGES

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PROPOSED TREE CANOPY SHADE CALCULATION TABLE

SYMBOL	BOTANICAL NAME / COMMON NAME	QUANTITY @ 100% SHADE / SQ. FT.	QUANTITY @ 75% SHADE / SQ. FT.	QUANTITY @ 50% SHADE / SQ. FT.	TOTAL (SQ. FT.)
	GENERAL LOCATION OF QUALIFYING TREES	-	-	-	-
	ACER RUBRUM 'ARMSTRONG' JAPANESE MAPLE 'ARMSTRONG'	-	-	11 @ 246	2,706
	LAGERSTOEMIA 'NATCHEZ' CRAPE MYRTLE	-	-	-	-
	LAURUS NOBILIS 'SARATOGA'/ SARATOGA LAUREL	-	-	-	-
	MALUS 'PRAIRIFIRE'/ FLOWERING CRABAPPLE	-	2 @ 236	2 @ 157	786
	ULMUS PARVIFOLIA/ CHINESE ELM	-	-	3 @ 353	1,059
				TOTAL TREE SHADE =	4,551

SURFACED AREA:	PARKING LOT	24,395	TOTAL SURFACE AREA =	24,395
			SHADE AREA TARGET =	12,197
			TOTAL SHADE PROVIDED =	4,551
			PERCENT SHADE =	18.6%

*TREE PLACEMENT AND HEIGHT HAS BEEN COORDINATED WITH PG&E, TAKING INTO CONSIDERATION THE REQUIREMENTS AND RECOMMENDATIONS MADE AS RELATED TO SAFETY, OPERATIONS AND MAINTENANCE

NOTES:
1. SEE SHEET L10.1 FOR LANDSCAPE PLAN.
2. SEE SHEET L10.2 FOR PLANTING LEGEND, NOTES, AND TREE MITIGATION TABLE.
3. SEE SHEET L10.3 FOR PLANTING DETAILS.
4. SEE SHEET L10.4 FOR HYDROZONE PLAN.
5. SEE SHEET L10.5 FOR IRRIGATION DETAILS.
6. SEE SHEETS L10.6 - L10.7 FOR CONCEPT IMAGES.
7. SEE SHEET L10.8 FOR TREE CANOPY COVERAGE PLAN.
8. STREET TREES SHOWN CONCEPTUALLY. FINAL SELECTION TO BE COORDINATED WITH THE CITY ARBORIST.
9. STREET TREE TO BE APPROVED BY CITY ARBORIST. MAXIMUM DISTANCE FOR STREET TREES AS FOLLOWS:
   - 20'-0" O.C. FOR SMALL STREET TREES
   - 25'-0" O.C. FOR MEDIUM STREET TREES
   - 35'-0" O.C. FOR LARGE STREET TREES
10. SITE TREE PLACEMENT MINIMUM DIMENSION REQUIREMENT:
    - 5'-0" O.C. TO BUILDING STRUCTURE FOR SMALL STREET TREES
    - 12'-0" O.C. TO BUILDING STRUCTURE FOR MEDIUM STREET TREES
    - 20'-0" O.C. TO BUILDING STRUCTURE FOR LARGE STREET TREES
11. DESIGNATE 700 CUBIC FEET OF NON-COMPACTED SOIL FOR SMALL TREES, 1400 CUBIC FEET OF NON-COMPACTED SOIL FOR MEDIUM TREES, AND 2100 CUBIC FEET OF NON-COMPACTED SOIL FOR LARGE TREES TO ALLOW TREES TO REACH THEIR MATURITY. STRUCTURAL SOIL SYSTEMS, SOIL CELLS, OR CONTINUOUS TRENCHES ARE EXAMPLE OF WAYS TO REACH TO THE ABOVE SOIL VOLUMES.
12. MINIMUM VERTICAL CLEARANCE FOR TREE CANOPIES AT MATURITY AS FOLLOWS:
    - 14'-0" IN AND AROUND SERVICE AND LOADING AREAS AND DRIVEWAYS
    - 12'-0" FOR PARKING LOTS
    - 8'-0" FOR TREE CANOPIES IMMEDIATELY

GRAPHIC SCALE
20 0 10 20 40 80
(In Feet)
1 inch = 20 feet

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DATE:	NOV. 20, 2023
SCALE:	1" = 20'

TREE CANOPY COVERAGE PLAN

L10.8
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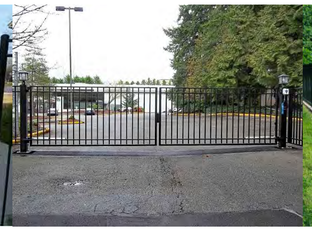
CONCEPT IMAGES

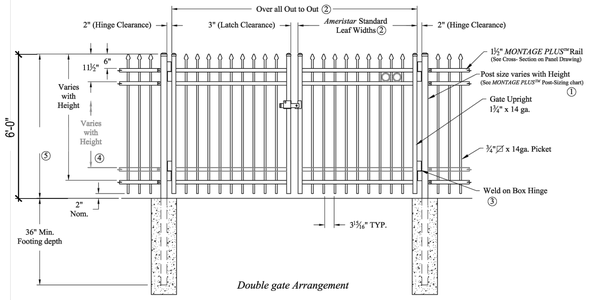
PEDESTRIAN GATE



VEHICULAR SWING GATE

METAL FENCE

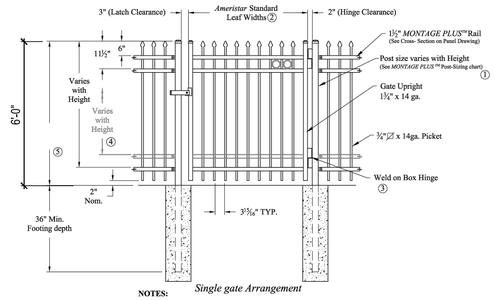
NOTES:
1. SHALL BE METAL.
2. SHALL BE COLOR BLACK.



Double gate Arrangement

C VEHICULAR SWING METAL GATE

NOTES:
1. SHALL BE METAL.
2. SHALL BE COLOR BLACK.

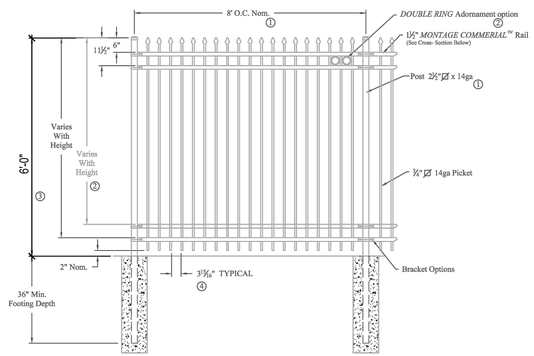


NOTES:

Single gate Arrangement

B PEDESTRIAN METAL GATE

NOTES:
1. SHALL BE METAL.
2. SHALL BE COLOR BLACK.



A METAL FENCE

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1		
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SCALE:	AS NOTED

FENCE AND GATE DETAILS

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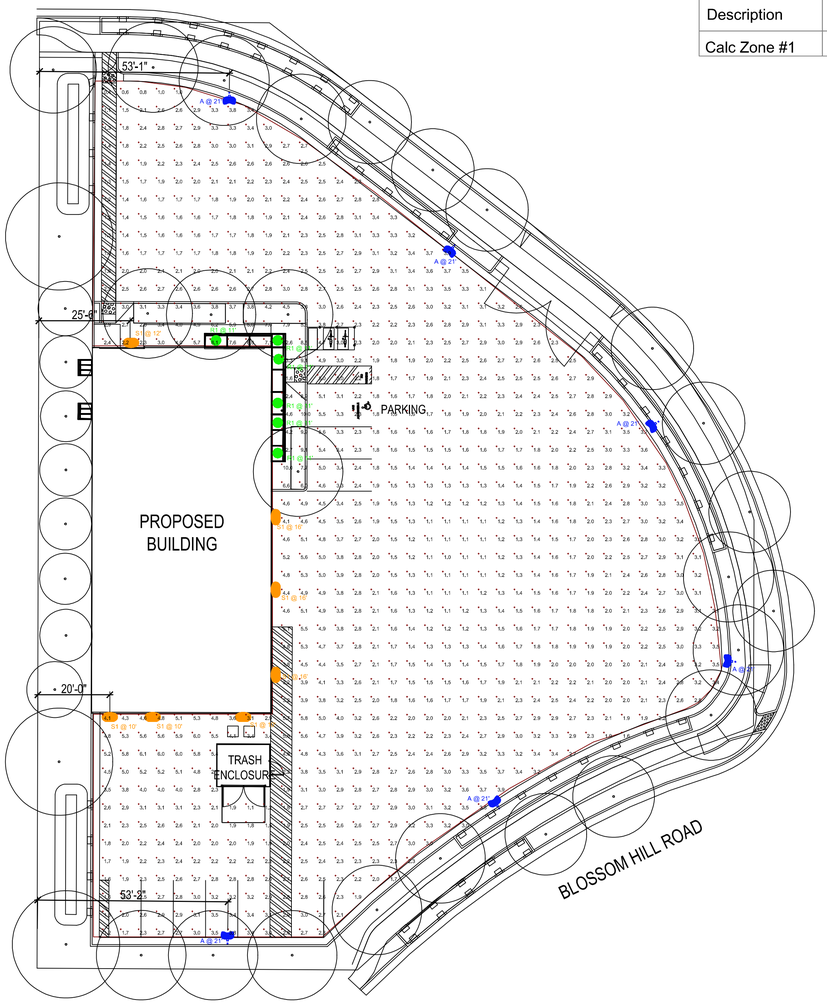
HAYES AVE



Schedule

Symbol	Label	Image	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
	R1		6	PRISMA LIGHTING	071453	BLIZ ROUND 40 40W 830 S/EW 0-10V Iron gray	1	2739	0.9	40
	S1		7	INVUE LIGHTING	CCW-VA-4-727-U-T4W	INVUE WALL PACK Wave Stream LUMINAIRE WITH T4W DISTRIBUTION LENS	1	5789	0.9	57.6
	A		6	MCGRAW- EDISON LIGHTING	GALN-SA2C-727-U-SL4-HSS	GALLEON AREA AND ROADWAY LUMINAIRE (2) 70 CRI, 2700K, 1050mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV SPILL LIGHT ELIMINATOR OPTICS WITH HOUSE SIDE SHIELD	32	304	0.9	108

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	2.8 fc	14.6 fc	0.4 fc	36.5:1	7.0:1

SITE LIGHTING REQUIREMENTS

ORIENT ALL SITE LIGHTING DIRECTLY DOWNWARDS TO PREVENT LIGHT POLLUTION AND EXCESS GLARE IN THE PUBLIC REALM.

ILLUMINATE A ZONE OF A MAXIMUM OF FIVE FEET IN FRONT OF THE GROUND FLOOR FACADE FOR ALL ACTIVE FRONTAGES SUCH AS RETAIL, OFFICES, AND COMMUNITY ROOMS.

AT LEAST ONE PEDESTRIAN AND BICYCLE CIRCULATION ROUTE MUST HAVE AN UNBROKEN LINE OF LIGHTING FROM SITE ENTRANCE TO THE BUILDING ENTRANCE.

FULLY ILLUMINATE ALL SERVICE YARDS AND ACCESS TO SERVICES AND UTILITIES.

ALL SITE LIGHTING FIXTURES MUST BE FULLY SHIELDED (FULL CUT-OFF) TO PREVENT LIGHT FROM AIMING SKYWARD AND LIGHT SPILLAGE AND GLARE THAT CAN BE SEEN FROM ABOVE.

KEEP THE MAXIMUM COLOR TEMPERATURE FOR OUTDOOR LIGHTING BELOW 2700 KELVIN, EXCEPT FOR OUTDOOR DECORATIVE LIGHTING FROM NOVEMBER 15 TO JANUARY 15.

WHEN ADJACENT TO A RESIDENTIAL DEVELOPMENT, LIGHTING FIXTURES FOR COMMERCIAL, INDUSTRIAL, OR QUASI-PUBLIC DEVELOPMENTS MUST BE LESS THAN 40-FEET TALL, IRRESPECTIVE OF THE DISTANCE FROM THE COMMON PROPERTY LINE.

R1 - PRISMA LIGHTING

SHALL BE 11' TALL

S1 - INVUE WALL MOUNT

SHALL BE 10', 12', or 16' TALL
SEE LOCATIONS ON PLAN

A - MCGRAW - EDISON GALLEON AREA AND ROADWAY LUMINAIRE

SHALL BE 21' TALL

GRAPHIC SCALE
20 0 10 20 40 80
(In Feet)
1 inch = 20 feet

HMH
Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance
1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

15 COTTLE ROAD
15 COTTLE ROAD SAN JOSE
CONDITIONAL USE PERMIT
CP24-001

NO	DATE	DESCRIPTION
5		
4	1/28/2025	PLANNING PC COMMENT RESPONSE
3	10/11/2024	PLANNING PC COMMENT RESPONSE
2	6/21/2024	PLANNING PC COMMENT RESPONSE
1	3/15/2024	PER CITY COMMENTS

PROJECT NO:	6579.00
CAD DWG FILE:	657900CL.DWG
DESIGNED BY:	ST
DRAWN BY:	JN
CHECKED BY:	ST
DATE:	NOV. 20, 2023
SCALE:	NTS

SITE PHOTOMETRICS

P1
OF 28

S:\PROJECTS\6579\657900\LA\PLANNING\657900CL.DWG

PLOTTED: 2/4/2025 9:13 AM

15 COTTLE ROAD – REZONING AND CONDITIONAL USE PERMIT ENVIRONMENTAL NOISE ASSESSMENT

San José, California

June 19, 2024

Prepared for:

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I&R Job No.: 23-177

INTRODUCTION

The project proposes the demolition of an existing 1,638-square-foot retail building, construction of a new 5,000-square-foot construction equipment sales building, and the reconfiguration of the site layout and locations of on-site noise-generating operations at 15 Cottle Road in the City of San José, California. Operations at the 0.94-acre site will be comparable to previous conditions. The same number of employees, customers, parking spaces, and deliveries are expected. The new building will be larger than the previous building and will be located closer to the western property line of the site, which will aid in reducing transportation noise levels and operational noise levels at the adjoining residential properties by acting as a noise barrier.

This report assesses the potential for the project to generate a substantial permanent increase in ambient noise levels at residential receptors in the project vicinity. The report is divided into two sections: 1) the Setting Section provides a brief description of the fundamentals of environmental noise, summarizes applicable regulatory criteria, and discusses ambient noise conditions in the project vicinity; and 2) the Impacts and Mitigation Measures Section describes the significance criteria used to evaluate project impacts and presents mitigation measures, where necessary, to mitigate project impacts to less-than-significant levels.

SETTING

Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (*frequency*) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is the intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA)*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the

variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called L_{eq}. The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level* (*CNEL*) is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level* (*DNL* or L_{dn}) is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Effects of Noise

Sleep and Speech Interference

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noises of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA DNL. Typically, the highest steady traffic noise level during the daytime is about equal to the DNL and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12 to 17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57 to 62 dBA DNL with open windows and 65 to 70 dBA DNL if the windows are closed. Levels of 55 to 60 dBA are common along collector streets and secondary arterials, while 65 to 70 dBA is a typical value for a primary/major arterial. Levels of 75 to 80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed, those facing major roadways and freeways typically need special glass windows.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes

for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The DNL as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA DNL. At a DNL of about 60 dBA, approximately 12 percent of the population is highly annoyed. When the DNL increases to 70 dBA, the percentage of the population highly annoyed increases to about 25 to 30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between a DNL of 60 to 70 dBA. Between a DNL of 70 to 80 dBA, each decibel increase increases by about 3 percent the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the DNL is 60 dBA, approximately 30 to 35 percent of the population is believed to be highly annoyed. Each decibel increase to 70 dBA adds about 3 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in about a 4 percent increase in the percentage of the population highly annoyed.

TABLE 1 Definition of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e. g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

TABLE 2 Typical Noise Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime		
	30 dBA	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20 dBA	
		Broadcast/recording studio
	10 dBA	
	0 dBA	

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

Regulatory Background

A summary of the applicable regulatory criteria is provided below.

City of San José

City of San José General Plan. The Environmental Leadership Chapter in the Envision San José 2040 General Plan sets forth policies with the goal of minimizing the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies in the City of San José. The following policies are applicable to the proposed project:

EC-1.2 Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3 and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:

- Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain "Normally Acceptable;" or
- Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the "Normally Acceptable" level.

EC-1.3 Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses.

EC-1.6 Regulate the effects of operational noise from existing and new industrial and commercial development on adjacent uses through noise standards in the City's Municipal Code.

Table EC-1: Land Use Compatibility Guidelines for Community Noise in San José

LAND USE CATEGORY	EXTERIOR NOISE EXPOSURE (DNL IN DECIBELS (DBA)) 55	60	65	70	75	80
1. Residential, Hotels and Motels, Hospitals and Residential Care[1]						
2. Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
3. Schools, Libraries, Museums, Meeting Halls, Churches						
4. Office Buildings, Business Commercial, and Professional Offices						
5. Sports Arena, Outdoor Spectator Sports						
6. Public and Quasi-Public Auditoriums, Concert Halls, Amphitheaters						

[1]Noise mitigation to reduce interior noise levels pursuant to Policy EC-1.1 is required.

Normally Acceptable:

- Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable:

- Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

Unacceptable:

- New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Source: City of San José General Plan – Envision San José 2040

City of San José Municipal Code

Zoning Code 20.50.300.B.4

The sound pressure level generated by any use or combination of uses shall not exceed the decibel level at any property line as shown in Table 20-135, except upon issuance and in compliance with a Conditional Use Permit as provided in Chapter 20.100.

Table 20-135 Noise Standards	
	Maximum Noise Level in Decibels at Property Line
Industrial use adjacent to a property used or zoned for residential purposes	55
Industrial use adjacent to a property used or zoned for commercial purposes	60
Industrial use adjacent to a property used or zoned for industrial or use other than commercial or residential purposes	70

Existing Noise Environment

The project site is located on the northwest corner of the intersection of Endicott Boulevard and Hayes Avenue, southwest of the Union Pacific Railroad (UPRR) tracks and Monterey Highway, in the City of San José. Single-family residences along Lily Ann Way adjoin the western property line of the site.

The noise environment at the site and in the surrounding area results from a combination of traffic noise from Monterey Highway, Hayes Avenue, Endicott Boulevard, and Blossom Hill Road, as well as UPRR train noise, and jet aircraft noise associated with San José Mineta International Airport. A portion of the site is located within the 70 to 75 dBA DNL San José General Plan 2035 Traffic Noise Contours, with the remaining portion of the site located within the 65 to 70 dBA DNL noise contours.

On-site operations currently include the use of a flatbed delivery truck, forklifts for moving equipment and materials around the site and loading/unloading deliveries, the testing and demonstration of operating rental equipment, and pressure washer cleaning of equipment.
A noise monitoring survey consisting of one long-term (LT-1) and three short-term (ST-1 through ST-3) noise measurements was made between Monday, January 8, 2024, and Thursday, January 11, 2024. All measurement locations are shown in Figure 1.

Long-term noise measurement LT-1 was made at the western property line of the site, approximately 180 feet southwest of the centerline of the UPRR tracks. Hourly average noise levels at LT-1 typically ranged from 59 to 73 dBA L_{eq} during daytime hours (7:00 a.m. and 10:00 p.m.) and from 51 to 65 dBA L_{eq} during nighttime hours (10:00 p.m. and 7:00 a.m.). The day-night average noise level was 67 dBA DNL on Tuesday, January 9, 2024 and on Wednesday, January 10, 2024. The daily trend in noise levels at LT-1 is shown in Figures A1 through A4 of Appendix A.

Short-term noise measurements ST-1 through ST-3 were made simultaneously with LT-1 on Monday, January 8, 2024 between 9:10 a.m. and 9:30 a.m. As shown in Figure 1, ST-1 was made

at the northwest corner of the site, approximately 45-feet south of the centerline of Hayes Avenue. Traffic noise typically ranged from 54 to 72 dBA at this location. A freight train with two engines and 24 cars generated noise levels up to 82 dBA. Jet flyovers occurred every few minutes, and generated noise levels ranging from 63 to 66 dBA. The 10-minute average noise levels measured at ST-1 were 67 dBA L_{eq} between 9:10 and 9:20 a.m., and 60 dBA L_{eq} between 9:20 and 9:30 a.m.

ST-2 was made at the east corner of the site, approximately 45-feet north of the centerline of Endicott Boulevard. Traffic noise typically ranged from 56 to 73 dBA at this location. Jet flyovers were also a major noise source, ranging from 66 to 68 dBA. The 10-minute average noise level measured at ST-2 was 63 dBA L_{eq} between 9:40 and 9:50 a.m..

ST-3 was made at the southwest corner of the site, approximately 100-feet northwest of the centerline of Endicott Boulevard. Traffic noise typically ranged from 51 to 63 dBA at this location. Jet flyovers were also a major noise source, ranging from 65 to 68 dBA. Brief forklift noise ranged from 58 to 79 dBA. The 10-minute average noise level measured at ST-3 was 60 dBA L_{eq} between 10:00 and 10:10 a.m.. Table 3 shows the noise levels measured at ST-1 through ST-3.

TABLE 3 Summary of Short-Term Noise Measurements (dBA)

Noise Measurement Location	Date, Time	Measured Noise Level, dBA					
		L_{max}	$L_{(1)}$	$L_{(10)}$	$L_{(50)}$	$L_{(90)}$	L_{eq}
ST-1a: Northwest corner of site	1/8/2024, 9:10-9:20 a.m.	82	80	66	59	56	67
ST-1b: Northwest corner of site	1/8/2024, 9:20-9:30 a.m.	67	66	63	58	55	60
ST-2: East corner of site	1/8/2024, 9:40-9:50 a.m.	73	70	66	62	59	63
ST-3: Southwest corner of site	1/8/2024, 10:00-10:10 a.m.	79	68	63	56	53	60

In addition to the long-term and short-term noise measurements, additional on-site noise measurements were made for various types of noise generating equipment that may be used at the site. All equipment noise was measured at a distance of 25-feet. The noise levels ranged from 58 to 89 dBA. Typically, only one piece of equipment would be operating at a time, and for a brief period. The noise levels of the equipment are listed below in Table 4.

TABLE 4 Summary of Equipment Noise at 25-Feet (dBA)

Equipment	Measured Noise Level, dBA
Flatbed Delivery Truck	75
Forklift (driving)	58 to 62
Forklift (back up alarm)	68 to 70
Forklift (moving materials)	80
Pressure Washer (large)	80 to 86
Pressure Washer (small)	76
Trencher	82 to 89
Skid Steer	75
Water Trailer	78 to 82
Sod Cutter	80 to 89
Scissor Lift (idle)	75
Scissor Lift (back up alarm)	79
Wood Chipper	86 to 87

FIGURE 1 Aerial Image of the Project Site Plan, Surrounding Area, and Noise Measurement Locations

Source: Google Earth, 2024.

NOISE IMPACTS AND MITIGATION MEASURES

This section describes the significance criteria used to evaluate project impacts and presents mitigation measures, where necessary, to reduce project impacts to less-than-significant levels.

Significance Criteria

According to Policy EC-1.2 of the City's General Plan, a significant permanent noise increase would occur if the project would increase noise levels at noise-sensitive receptors by 3 dBA DNL or more where ambient noise levels exceed the "normally acceptable" noise level standard. Where ambient noise levels are at or below the "normally acceptable" noise level standard, noise level increases of 5 dBA DNL or more would be considered significant. The City's General Plan defines the "normally acceptable" outdoor noise level standard for the nearby residential land uses to be 60 dBA DNL. Existing ambient levels, based on the measurements made in the project vicinity, exceed 60 dBA DNL. Therefore, a significant impact would occur if noise due to the proposed project would permanently increase ambient levels by 3 dBA DNL.

Under the City's Noise Element and the City's Municipal Code, noise levels from new nonresidential building equipment shall not exceed a noise level of 55 dBA DNL at receiving residential land uses. Noise-sensitive receptors bordering the site would include the existing residences to the west and south of the project site.

Impact 1: **Permanent Noise Level Increase/Exceed Applicable Standards.** The proposed project would not result in a substantial permanent noise level increase at residential uses. **This is a less than significant impact.**

Rental Equipment

Construction equipment will occasionally be operated on site for maintenance purposes and for customer demonstrations. It is conservatively assumed that these operations would occur for approximately ten minutes of each hour from 7:00 a.m. to 5:00 p.m. On-site noise measurements were made for a variety of equipment (Table 4). Noise levels for the equipment ranged from 58 to 89 dBA at 25-feet. With the reconfiguration of the site operations, rental equipment will be relocated away from the western residential property line to the east side of the site, closer to the roadways and train tracks. The equipment noise at nearby residences will also be shielded by the new building and existing 6-foot perimeter wall. Operating a variety of equipment near the center of the equipment yard throughout the day would generate noise levels ranging from 41 to 51 dBA DNL at the nearest residences considering attenuation from the building and perimeter wall.

Project Traffic Increase

A traffic study was not prepared for the proposed project. The proposed project is not expected to increase traffic volumes and would not contribute to a traffic noise increase. For all surrounding receptors, project trips would not measurably contribute to ambient noise levels in the area (0 dBA DNL increase).

Mechanical Equipment

Heating, ventilation, and air conditioning (HVAC) units are typically part of commercial buildings. These types of units typically cycle on and off during daytime hours of operation. Details pertaining to the mechanical equipment planned at the proposed sales building, such as specific type of units, quantities of units, locations of units, and noise levels generated by the units are unknown at this time. The applicant has indicated that the building would include ground mounted condensing units. Typical air handling units for buildings of this size typically generate noise levels up to 62 dBA at a distance of 20 feet. Assuming all equipment is running simultaneously, noise levels generated by the air handling units would be up to 48 dBA DNL at the nearest residences, considering attenuation from the perimeter wall. For all surrounding receptors, mechanical equipment noise would not measurably contribute to ambient noise levels in the area (0 dBA DNL increase).

Forklift and Maintenance

Forklifts would be used when loading and unloading trucks. One propane forklift would continue to be used intermittently throughout the daytime hours. With the reconfiguration of the site, forklift operations would now occur on the east side of the site and would be mostly shielded receptors located to the west. Factoring in the expected attenuation from the new building and the 6-foot-tall perimeter wall, forklift noise is expected to be up to 39 dBA DNL, and well below the existing DNL at the residential property lines. Therefore, thresholds in the General Plan and Municipal Code would not be exceeded, and forklift noise would not measurably contribute to ambient noise levels in the area (0 dBA DNL increase).

Parking Lot Noise

Small surface parking lots for passenger cars would be located in the northwestern and southwestern corners of the site. Noise sources associated with the use of the parking lots would include vehicular circulation, loud engines, door slams, and human voices. The maximum noise level of a passing car at 15 mph typically ranges from 45 to 55 dBA L_{max} at a distance of 100 feet. The noise generated during an engine start is similar. Door slams cause slightly lower noise levels. The hourly average noise levels resulting from all of these noise-generating activities in a busy parking lot typically ranges from 40 to 50 dBA L_{eq} at a distance of 100 feet from the parking area. Parking lot operation is only expected between 7:00 a.m. and 5:00 p.m. Typical hourly operations would include a few cars at any time, which would result in lower levels.

When the noise source is positioned at the center of the parking lot areas, noise levels generated at parking lots at the site would be up to 38 dBA DNL, well below the existing DNL at the residential property line. Attenuation from the perimeter wall is assumed. Noise levels resulting from parking activities would be well below ambient noise levels due existing transportation noise, and the proposed parking lot/parking activities would not measurably contribute to ambient noise levels in the area (0 dBA DNL increase).

Truck Deliveries

Truck delivery noise would include maneuvering activities occurring at the loading zone, which would likely occur on the east side of the proposed building, on the eastern portion of the project site. All trucks would access the site from Hayes Avenue. On-site flatbed delivery truck noise was observed to be 75 dBA at 25-feet. The delivery truck would typically enter and exit the site a few times per day. The new building and perimeter wall would shield the nearby residences from much of the truck noise. Flatbed truck noise is expected to be up to 40 dBA DNL, and well below the existing DNL at the residential property lines. Thresholds in the General Plan and Municipal Code would not be exceeded, and truck noise would not measurably contribute to ambient noise levels in the area (0 dBA DNL increase).

Wash Pad Operations

The project currently has a wash pad located on the project site, which would continue to be used under project conditions. However, since the wash pad is part of existing on-site operations, this is considered part of the existing ambient noise environment and would not be a new noise-generating source produced by the proposed project.

Total Combined Project-Generated Noise

The operational noise levels produced by the proposed project combined (i.e., rental equipment, traffic, mechanical equipment, forklift, parking lot, and truck loading/unloading activities) would generate noise levels up to 53 dBA DNL at the nearest residences, well below the existing ambient noise levels (65 to 67 dBA DNL), and would not exceed 55 dBA DNL at the land uses surrounding the site.

Mitigation Measure 1: None Required

APPENDIX A

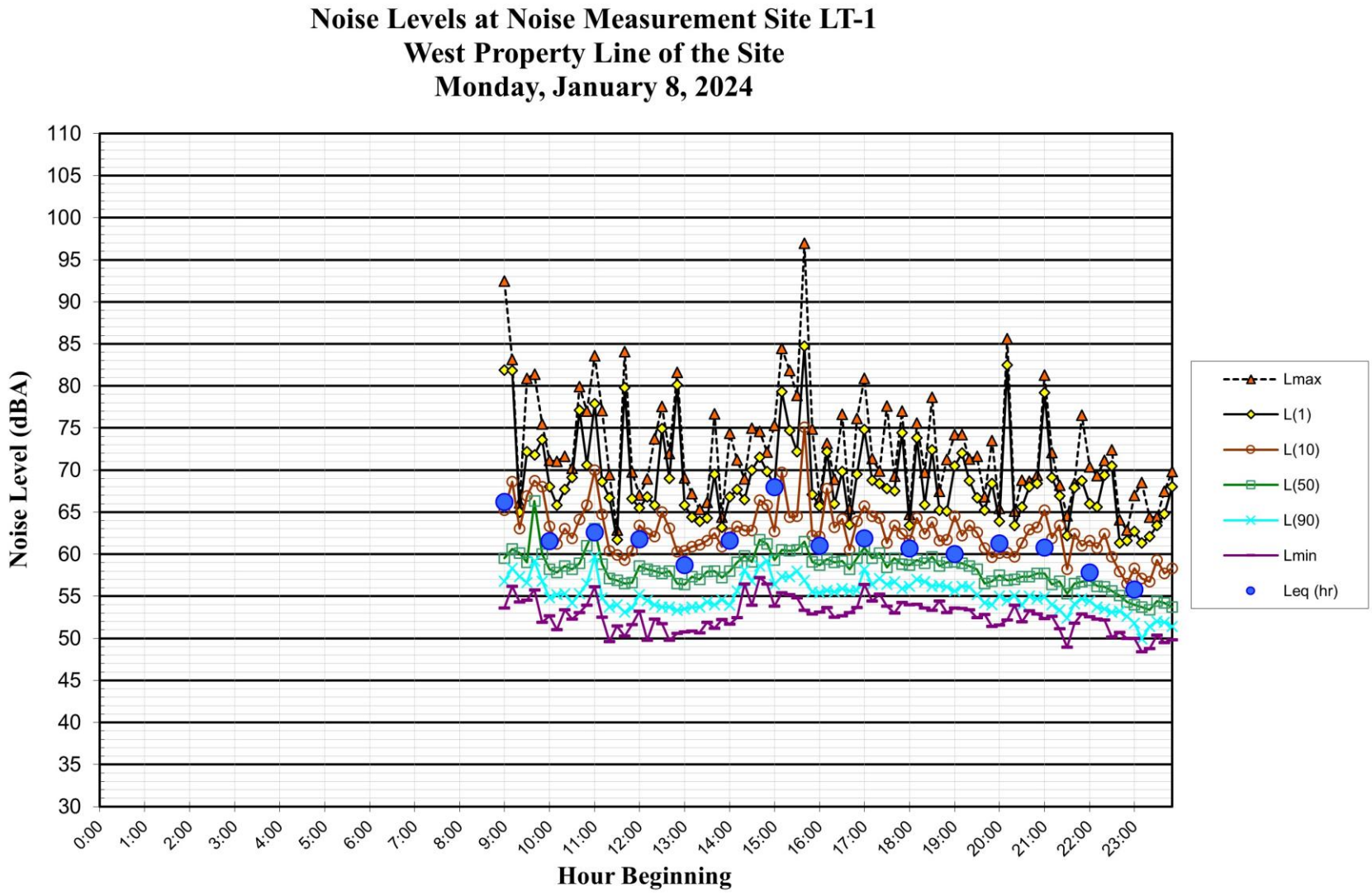


FIGURE A1

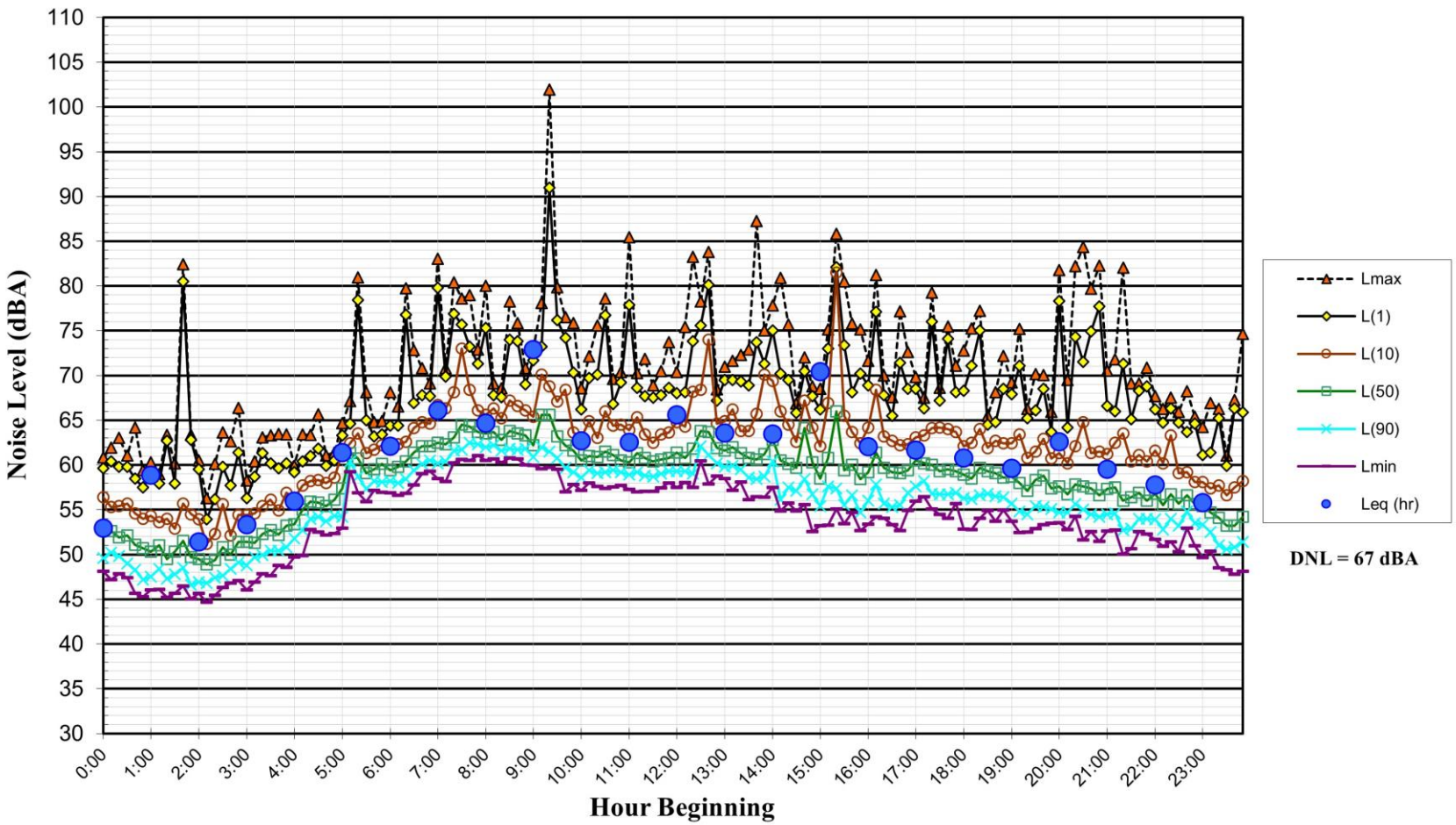

Noise Levels at Noise Measurement Site LT-1
West Property Line of the Site
Tuesday, January 9, 2024
Noise Level (dBA)
110
105
100
95
90
85
80
75
70
65
60
55
50
45
40
35
30
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Hour Beginning
Lmax
L(1)
L(10)
L(50)
L(90)
Lmin
Leq (hr)
DNL = 67 dBA

FIGURE A2

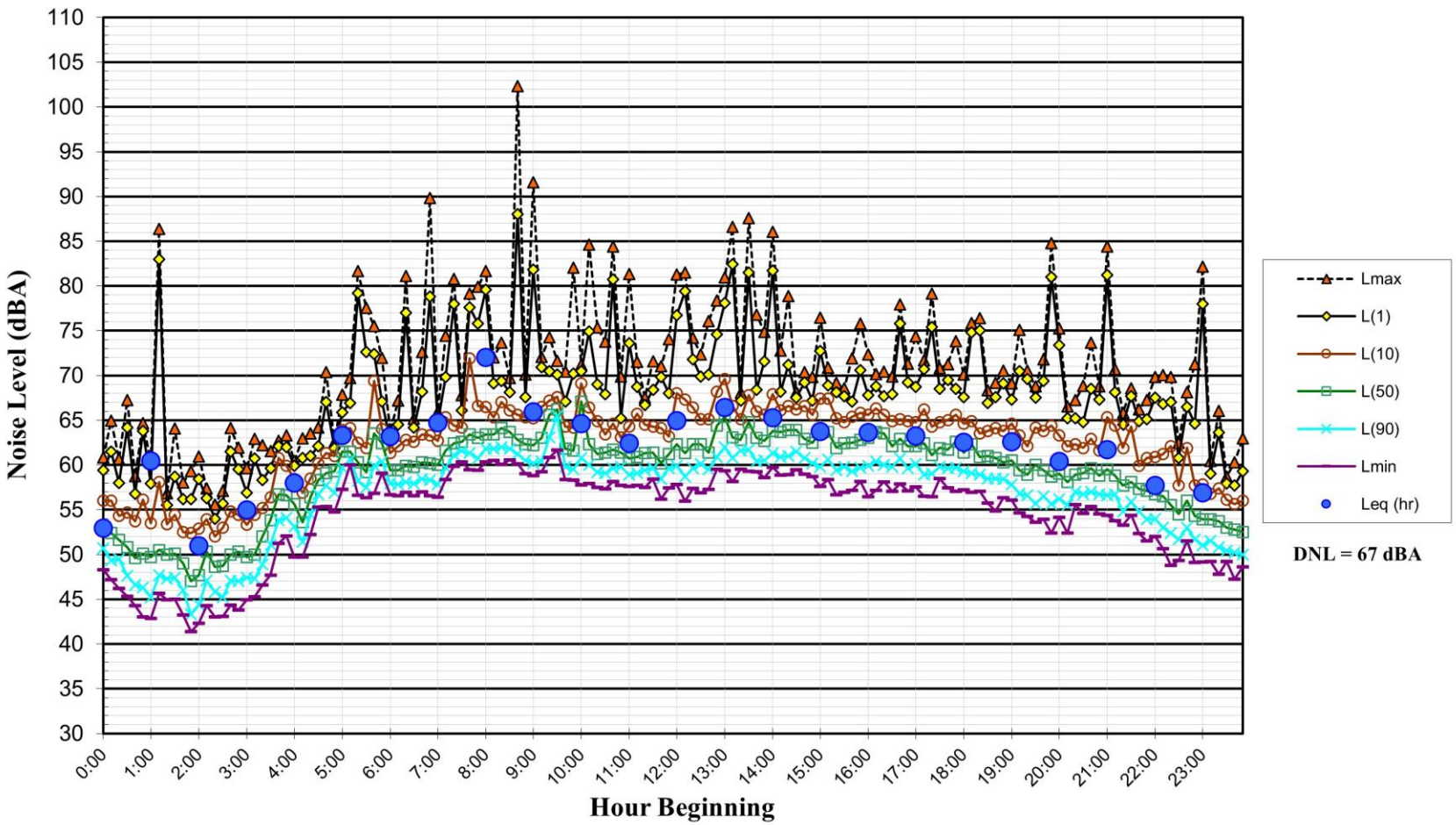
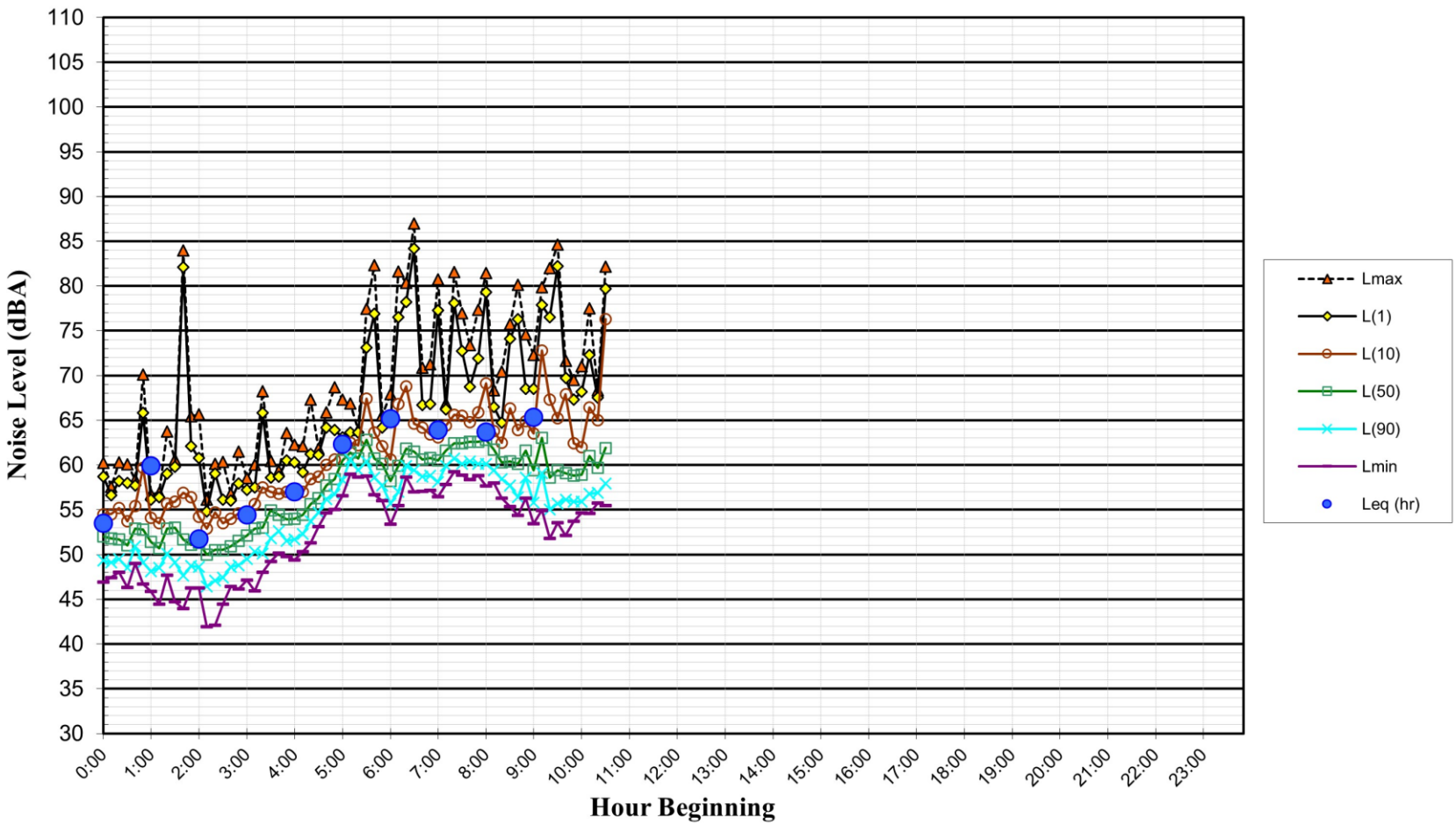

Noise Levels at Noise Measurement Site LT-1
West Property Line of the Site
Wednesday, January 10, 2024
Noise Level (dBA)
110
105
100
95
90
85
80
75
70
65
60
55
50
45
40
35
30
0:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
13:00
14:00
15:00
16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Hour Beginning
Lmax
L(1)
L(10)
L(50)
L(90)
Lmin
Leq (hr)
DNL = 67 dBA

FIGURE A3


Noise Levels at Noise Measurement Site LT-1
West Property Line of the Site
Thursday, January 11, 2024
Noise Level (dBA)
110
105
100
95
90
85
80
75
70
65
60
55
50
45
40
35
30
0:00
1:00
2:00
3:00
4:00
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6:00
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16:00
17:00
18:00
19:00
20:00
21:00
22:00
23:00
Hour Beginning
Lmax
L(1)
L(10)
L(50)
L(90)
Lmin
Leq (hr)

FIGURE A4